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11.30 ,,	,,	12.45 p.m.	... ,,	15	,,
12.45 p.m.	,,	1.15 ,,	... ,,	10	,,
1.15 ,,	,,	1.45 ,,	... ,,	15	,,
1.45 ,,	,,	2.15 ,,	... ,,	10	,,
2.15 ,,	,,	5.00 ,,	... ,,	15	,,
5.00 ,,	,,	8.10 ,,	... ,,	10	,,

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1.00 p.m.	,,	5.00 ,,	... ,,	15	,,
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The Daily Press.

HONGKONG, AUGUST 25TH, 1913.

WE print to-day the first instalment of a series of articles on the course of political events in China. The series will, it is intended, include articles on the Foreign Intercourse of China (with subsidiary sections on her relations with the leading Powers), Extra-territoriality and the Treaty Ports, Education, Missions, the Press, the Army, and Communications. It is not the aim in this series to open up new ground; the object is rather to reconsider in some detail and in the light of recent events the history of the various political forces in China, and to trace therein the development of that new spirit which made possible the sudden overthrow of the old order and the establishment of the Republic. The facts and ideas dealt with will be mostly familiar and ready to hand in the standard works on China, while many equally interesting facts in China's history will be omitted and minor incidents receive apparently disproportionate notice, but the object is not to compile a history of China in the 19th and 20th centuries, or of the gradual rise and progress of, for instance, education in China. The gradual rise and progress of such forces will be treated of in some detail, but only in so far as it serves to illustrate or explain the growth of what may conveniently be summarized as Young China—the whole of the new activities, opinions, sentiments, and tendencies that have been manifesting themselves during the last couple of decades. Consequently, in the articles on Foreign Intercourse, the wars waged by the various Powers with China will receive comparatively slight notice, their connection with the evolution of Young China being only incidental and but a phase in the struggle by the Powers of the world for intercourse with China on a footing of equality, though in a review of China's Foreign Intercourse it would be necessary to examine (as has been done by historians such as MORSE and CORDIER) in detail the causes leading up to such wars, the course they took, the battles that were fought, and the whole of the Treaty settlement. A review of China's educational progress, similarly, would be incomplete without some notice of the Medical Colleges and Technical Schools that have been established, but here again these institutions, interesting and important as they are in themselves, have played no special part in the revolution of the phenomena with which we are concerned, and consequently will receive no more than casual notice. It is intended also to trace not only the manner in which these different forces have contributed to the formation in China of a spirit of nationalism, of which the establishment of the Republic is the outstanding fruit, but also to make an attempt to discover what the position of these factors will be in the new order of things. With the evolution of Young China there have sprung up new ideals and aspirations in every field: the various forces that we have enumerated have all had their share in the development of these ideals and aspirations, and thus in the creation of a new set of conditions in which their own *status* will not remain unchanged, and in this series of articles an endeavour will be made to discover in what directions such change of *status* may most probably be expected. This may involve an entry into the field of prophecy—a rash excursion anywhere, but especially so in China—but, as the aim will be to trace a logical sequence in the occurrences and developments that have culminated in the phenomena which we generalize under one head as "Young China," the author will similarly confine himself to such deductions as appear to be logically and immediately consequent on the changed conditions. In this he will be guided, to some extent, by what has happened in Japan, while making allowances for the differences between the spirits of the two peoples and of their governments. The laws of cause and effect are, however, the same the world over, and that might well be given as the text of the series. If from observing the course of the causes that have contributed to the present state of affairs in China we are able to arrive at some just conclusion as to the effects of this same state, and to give in season a word of warning against false hopes as well as, where needed, against unjustifiable deprecation and pessimism, the ends in view will have been served.

The German mail of the 23rd July was delivered in London on the 22nd August.

The name of Mr. A. Kuby, of the Medical Hall, has been added to the register of chemists and druggists.

A Chinese gardener at Peak Road has been sent to the hospital suffering from wounds to his head and leg, caused by falling down an embankment.

A European named John Kennedy, who was found on the polo ground in a semi-nude condition, has been removed to the hospital suffering from the effects of alcholism.

It is announced in the *Gazette* that the following societies have been exempted from registration under the Societies Ordinance:—The Yat Tsui and the Fuk Wo Tseung.

At to-morrow's meeting of the Sanitary Board correspondence will be submitted relative to an outbreak of cholera at Shaukiwan, and regarding the question of reserving an area for possible extensions, etc., in connection with the Government slaughter-house at Kennedy Town.

An extract of meteorological observations made at the Royal Observatory during the month of July shows that the average maximum temperature during that period was 88.1, the mean 82.8, and the average minimum temperature 78.8 degrees. The rainfall for the same period was 15.050 inches.

The fourth meeting of the Hongkong Gymkhana Club will be held at the race-course on Saturday next. The events on the programme are:—The Gymkhana Stakes; Flat Race Handicap, from the two mile post once round and in; Polo Pony Scurry; Hurdle Race; Three-Quarter Mile Flat Race (handicap); Tent Pegging in Paris; One and a Quarter Mile Flat Race Handicap.

On Saturday, Messrs. Hughes & Hough offered for sale by public auction at the Government store at Wanchai the works of the clock removed from the dismantled Clock Tower. The bidding was very keen. It was ultimately knocked down to Sui Kee for $720. Mr. F. C. Hurley was the auctioneer.

The Registrar of Companies announces in the *Gazette* that Messrs. H. P. Smith, J. H. Seth, D. M. Fleming, S. A. Seth and A. A. Fyfe have made application to be appointed auditors for the purposes of the Companies Ordinances, and that they are, in his opinion, qualified to perform the duties required by the said Ordinances.

A Washington telegram to a Manila contemporary states that Mr. Francis Burton Harrison has been nominated Governor General of the Philippines and his early confirmation and departure are expected. Two appointments to the Commission are also looked forward to. Possibly Mr. W. Morgan Shuster will be made Secretary of the Interior and Vice-Governor.

Early yesterday morning the Hongkong interport swimming representatives left for Shanghai by the s.s. *Chenan*. They boarded the vessel on Saturday night, leaving the V.R.C. about 9 p.m. and taking with them the best wishes of those assembled to bid them *bon voyage*. The Hongkong boys make a strong and representative team. The result will largely lie between Finch and Berthet in the long distances, and between Berthet and Cooke in the short races.

THE SALVAGE OF WRECKED STEAMERS.

We learn that the Hongkong and Whampoa Dock Company's tug has succeeded in getting off the Asiatic Petroleum Company's steamer *Muree*, which went aground last month at the Celebes. The steamer is now on her way to Shanghai under her own steam, and after discharging her cargo at the Northern port she will return to Hongkong to be docked for repair.

An effort will be made to float the steamer *Toshun*, ashore at Kowloon Point, when the *David Gillies* returns to Hongkong.

The contract for the salving of the *Matsura Maru*, the Japanese steamer wrecked on the Paracels during the typhoon, has been obtained by the Taikoo Dockyard and Engineering Company. A salvage party has already left for the wreck.

The latest Manila papers state that an agreement between the owners, underwriters and salvors of the Swedish steamer *Nippon* has been reached and the ship will be released forthwith so that she may proceed to Shanghai for repairs.

DEATH OF A WELL-KNOWN KOBE LADY.

The *Japan Chronicle* of the 14th inst. says:—The death occurred in Kobe yesterday afternoon, with painful suddenness, of Mrs. G. C. Pakenham. Though not seriously ill, Mrs. Pakenham had been in poor health for some time past, and since returning from Arima, where she made a stay during June and July, had shown signs of increasing weakness. Though in fairly good health at midday yesterday, Mrs. Pakenham had a sudden seizure in the afternoon, and gradually lost consciousness, passing away at 4.45 p.m.

Mrs. Pakenham was the daughter of Mr. and Mrs. W. G. Bayne, of Shanghai, and was born there in September, 1866. She was educated chiefly at Dinan, in France, and when still in her teens came out to Singapore, where her father had opened a branch of the North China Insurance Company. Shortly afterwards Mr. Bayne was transferred to Yokohama, and it was there that she was married in 1889, the civil ceremony being performed at the British Legation in Tokyo.

Mrs. Pakenham had a wide circle of friends in both Kobe and Yokohama, and her kind-heartedness endeared her to all who enjoyed her friendship. She was well-known during the early years of her residence in Japan as an amateur actress and vocalist of no mean ability.

There are left to mourn her loss, besides her husband, three daughters (one of whom is now married in England), and two sons.

JAPANESE SHIPPING BOOM.

A SLUMP FORESHADOWED.

The *Mainichi* reports that with the usual slackening of trade in the summer the demand for freights has declined. This has in turn affected negotiations for the purchase of steamers. Of seven steamers, which have been purchased by Japanese, but have not yet been delivered, it is probable that the orders for three or four will be cancelled and the bargain-money forfeited.

Coal freights from Moji to Yokohama, the standard rate of the coasting trade, have declined to 70 sen per ton, and shippers are wanting even at that rate. It is feared that the marine transport business will experience a bad slump in the autumn.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN THE BALKANS.

TURKEY AND RUSSIA.

LONDON, August 24th.

It is stated that Turkey has given Russia further assurances regarding her occupation of points beyond the Maritza River, which are regarded in St. Petersburg as satisfactory.

While Russia would not tolerate an advance beyond the Maritza, she is said to be prepared to exercise patience regarding Adrianople, and to await the effect of the proposed financial boycott.

The payment of officials is already many months in arrear.

THE POWERS AND ADRIANOPLE.

Nothing is known in London of the Powers adopting a definite proposal with regard to Adrianople, and the Vienna report of the imminent presentation of a collective Note to the Porte is consequently considered premature. The Turkish assurances are regarded as disposing of the more acute question as to the territory on the right bank of the Maritza.

A message from Vienna states that the semi-official organ *Wiener Allgemeine Zeitung* announces that the question of Adrianople has lost its international character and become purely a Turco-Bulgarian matter.

LATER.

The chances that Turkey will be allowed to retain Adrianople appear to be growing daily.

The prospects of an agreement on the financial boycott are not promising, and French investors who have to bear the brunt, and who have already made great sacrifices in deference to Russia's political views, are unwilling to do more.

ULSTER AND HOME RULE.

IS IT A WARNING?

LONDON, August 23rd.

The *Standard's* military correspondent says that an infantry brigade is being brought over from England to participate in the inter-divisional manœuvres in Ireland, and the officers are asking if it is not a warning to Ulster. The Authorities also intend to raise a large mounted police force for duty in Ireland and are inquiring into the riding capabilities of the existing military police. A strong cavalry force will first be sent to Ireland. The Government intend to send out secret agents to find out the strength of feeling in England against Home Rule, and these agents will make special inquiries at the Rifle and Unionist Clubs.

The *Times* states that conferences for making final preparations for resisting the Irish Parliament and for establishing provisional government in Ulster have been fixed for the 24th to the 30th September.

THE LONDONDERRY RIOTS.

LONDON, August 23rd.

At the inquest on the man Armstrong, who was shot whilst looking out of his window during the recent riots in Londonderry, four further witnesses, including a policeman, testified to the police firing in the neighbourhood of Armstrong's house.

The jury returned an open verdict.

BRITISH GOVERNMENT ORDERS ITALIAN DIRIGIBLE.

LONDON, August 24th.

Reuter's correspondent at Milan wires that the delegates of the British Airship Department have arranged for the construction of a Forlanini dirigible for the British Government, as, after witnessing the trials, they found that airship combined the advantages of the rigid and non-rigid type.

CANADIAN OFFICERS ATTEND AUTUMN MANŒUVRES.

OTTAWA, August 24th.

Mr. Hughes, Minister of Defence, and twenty-two officers, have started for England to attend the autumn army manœuvres.

Mr. Hughes will afterwards study the remount problem in Europe.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN MEXICO.

LONDON, August 23rd.

President Wilson has decided to refer the Mexican situation to Congress, and is preparing a special message on the subject.

LATER.

It is announced at Washington that President Huerta will reconsider his rejection of the American proposals and arrange a new basis of negotiation. In that event, President Wilson will probably defer reading the message arranged for the 26th instant.

It is declared that European diplomatic pressure has been quietly working to convince President Huerta that the policy of President Wilson is approved abroad.

SWEDISH GUNBOAT AND BATTLESHIP COLLIDE.

LONDON, August 23rd.

Reuter's correspondent at Malmoe states that during manœuvres off Hveen Island the Swedish battleship *Oden* collided with the gunboat *Urd* and the latter sank in shallow water. All the crew were saved.

THE JAPANESE CRUISER "KONGO."

NEW AND SECRET ARMAMENT.

LONDON, August 24th.

The *Kongo* takes out forty Whitehead torpedoes of a new and secret design which will be able to travel from ten thousand to twelve thousand yards at forty-eight knots. They were manufactured under the personal supervision of Commander Fukuda and Lieutenant Shimei.

COAL-PORTERS STRIKE.

LONDON, August 23rd.

The coal porters who were engaged to unload the lighters for the new Japanese cruiser *Kongo* at Plymouth have struck for more pay.

It is expected that the *Kongo's* crew will do the work themselves, and the Japanese Naval Attaché is prepared to ask the Devonport naval authorities for any protection that may be necessary.

NO PUNITIVE EXPEDITION FOR SOMALILAND.

LONDON, August 23rd.

It is authoritatively announced that the Imperial Government does not intend to send a punitive expedition to Somaliland.

STANDARD OIL DEPOTS AT SMYRNA ON FIRE.

SMYRNA, August 24th.

A fire occurred at the Standard Oil Depots, in which 2,500 cases of oil were destroyed and tanks exceeding one thousand tons endangered.

DEATH OF COUNT VON WELLENBURG.

VIENNA, August 24th.

Rear Admiral Count von Wellenburg of the Austrian Navy, who had to have both his legs amputated in consequence of an explosion during the trial of a twelve-inch gun, is dead.

END OF THE DROUGHT IN BRITAIN.

LONDON, August 23rd.

Rain has fallen in Scotland and the north of England, and has greatly relieved the drought.

THE ST. LEGER.

LONDON, August 24th.

Shogun has been scratched for the St. Leger.

ENGLISH COUNTY CRICKET.

LONDON, August 23rd.

Sussex defeated Gloucestershire at Brighton by 470 runs.

LONDON, August 24th.

Surrey drew with Worcestershire at Worcester.

Middlesex beat Warwickshire at Birmingham by an innings and 37 runs.

Kent beat Hampshire at Dover by 158 runs.

The match between Lancashire and Essex, played at Manchester, resulted in a pointless draw.

THE MAGISTRACY.

A Chinese found in possession of 112 Ro Piu lottery tickets was fined $250.

Ten Chinese were charged by Inspector McHardy with gambling at Jardine's Bazaar. The first defendant was fined $50 and the remainder $3 each.

At the Magistracy on Saturday, before Mr. Hazeland, a Japanese was fined $100, or in default one month, for being in unlawful possession of a revolver.

Inspector Gerrard prosecuted a Chinese for endeavouring to pass counterfeit coins at Yaumati, and with being in possession of counterfeit coins. On one charge defendant was fined $60, or in default one month's hard labour, and on the other he was sentenced to two months' and four hours' stocks, the sentences to run consecutively.

Before Mr. C. D. Melbourne, two women were charged with being in unlawful possession of twelve automatic pistols and 400 rounds of ammunition at 1, Ko Shing Street. It appeared that the arms and ammunition were wrapped in a blanket and made up into the form of a pillow in the cubicle. A fine of $250, or in default three months' imprisonment was imposed on the first defendant, and the second was discharged.

FIGHT WITH A TIGER IN SIAM.

An engineer in the service of the Royal Railway Department, Mr. R. Eschenbrenner, has had a narrow escape from being killed by a tiger at Pakdha. He was seized by the arm and leg, and it was only after emptying the contents of a Browning pistol into the animal that he was able to escape. Mr Eschenbrenner was brought down to Bangkok, and now lies at the Nursing Home. His left foot is injured, but the most serious injury is to his left hand, which was very badly mauled.

The story of the accident from the commencement, the *Bangkok Times* says, well illustrates the fact that one only needs to go up country to stand the chance of having all the adventure any one requires. Mr. Eschenbrenner is stationed at Pakdha in connection with the construction work on the line, and, in common with other residents, he had for some time suffered from the depredations of a tiger which was proving a nuisance to the neighbourhood. One night last week it came to his compound after fowls, but was frightened away by the coolies. The next evening Mr. Eschenbrenner and Mr. G. K. Spittel, a surveyor of the line, remained on watch.

The tiger duly made its appearance, and Mr. Spittel fired and hit. Not badly wounded, the animal made off, so the next morning was awaited before continuing operations.

Thus on Saturday morning Mr. Eschenbrenner, Mr. Spittel, and also Mr. E. Altmann, divisional engineer, followed up the trail of blood, which eventually led them to a cave. Mr. Eschenbrenner was unarmed except for his Browning pistol, as he was rather doubtful whether the tiger would be found, and in any case was not meaning to take part in the shooting himself. Some gendarmes were met near the cave, and said they believed the tiger was at home.

There was not a long wait before the excitement commenced. The tiger appeared and Mr. Spittel promptly fired. The infuriated animal then sprang at the party, brushing by Mr. Altmann, and seized Mr. Eschenbrenner by the left foot. At once Mr. Eschenbrenner pulled out his Browning, when the tiger let go his foot, and seized his left hand, biting it terribly. He was able, however, to load the pistol and fire all six bullets in rapid succession with the weapon almost touching the animal. Then Mr. Spittel, who was running up from the mouth of the cave, completed the work with a bullet from his gun.

Mr. Eschenbrenner, bleeding profusely from his wounds, was taken home and later conveyed to Pitsanuloke. Dr. Schaefer and his assistant happened to be in the neighbourhood, and rendered assistance, and yesterday Dr. Gayetti, Medical Adviser to the Department, travelled up, and returned with the patient in the evening. At the Nursing Home Mr. Eschenbrenner is in good spirits and his injuries give no cause for anxiety at present. The injury to the hand is serious, however, and it is impossible to say how it will turn out.

In the vicinity of Pah Hing are a number of caves of limestone formation. These caves the Laos people say are the abiding places of tigers in the hot weather. Several of the caves run right through the hills with an entrance on either side. Recently when Mr. Eisenhofer explored some of these caves he asked the Laos people to enter after him, when he had ascertained there were no tigers inside. But the Laos declined to tempt fate to that extent.

In this part of the country people always cover the steep staircases leading to their dwellings at night with long planks, which effectually prevents tigers or other animals climbing to the verandah.

TRAGIC TOLL OF THE GLORIOUS FOURTH.

These official figures, compiled by the American Medical Association, are for the nation at large. It is to be noted that many injuries are not reported to the association, as comparison with Press records shows:—

The Year.	The Dead.	The Injured.
1907	164	4,249
1908	163	5,460
1909	215	5,091
1910	131	2,792
1911	57	1,546
1912	41	945

These years include the "safe and sane" Fourths. In 1903 there were reported 466 killed.

RANDOM REFLECTIONS.

No one, I imagine, begrudges H.E. the Governor the four months' leave he is taking. It is unusual, of course, for a Governor to be going Home on leave after scarcely more than a year's tenure of the office, but Sir Henry May has had no Home leave since 1906. It will be remembered that he went direct from Hongkong to the Fiji Islands when he was appointed Governor of that Colony, and he returned to Hongkong direct from Fiji on his promotion to the Governorship of Hongkong. Though his departure last Wednesday night took the Colony somewhat by surprise, it was generally known that His Excellency had made every preparation for leaving as soon as conditions in Canton became settled, and so he was able to depart the same day as the telegram sanctioning his leave was received from the Secretary of State.

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I learn that it was intended to make the swearing in of the Acting Governor on this occasion a little more picturesque than usual, but owing to the arrangements being hurried in the way they were things went a little awry. The Chief Justice was there in his ermine robes, but the mace supplied to the Supreme Court by a generous Government for use on State occasions had been entirely forgotten till the last moment, and then, alas! the Keeper of the Keys could not be found to release the bauble from its repository in the Supreme Court!

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One thing proved by the last typhoon is the utility of the red typhoon signals. Their abolition has frequently been advocated on the ground that they put a stop to work in the harbour much sooner than is really necessary; but last week the complaint was that the red signals were not put up soon enough! Very often in the past there has seemed good reason for advocating the abolition of the red signals, but last week's typhoon was one which proved how necessary it is that they should be retained.

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The Director of the Observatory has been abused, as invariably happens when typhoons come dangerously near to the Colony. One critic who, as the Hon. Secretary of the Corinthian Yacht Club, ought to have been better informed on the subject, rushed into print with the contention that the black signals ought to have been hoisted at the time the red ones were put up. He argued the matter in this way: "The black signals were hoisted at 10.50 p.m. indicating the typhoon to be within 300 miles—and the guns fired at 5 a.m. on Sunday. This means that the typhoon travelled 300 miles between 11 p.m. and 5 a.m., or, in other words, 50 miles an hour." This argument, however, is fallacious. The typhoon had not travelled 300 miles between 11 p.m., when the black signals were hoisted, and 5 a.m., when the bombs were fired to indicate that the centre of the typhoon was approaching the Colony. The centre of the typhoon did not pass Gap Rock until 11.30 a.m. so that when the bombs were fired the centre of the typhoon must have been something like 150 miles away from Hongkong: Hence the velocity of the typhoon is shown by the published information to have been nearer 25 than 50 miles an hour. And 25 miles an hour is a very high speed indeed—probably record speed, for in the minutes sent by the Government to the Chamber of Commerce a couple of years ago when the abolition of the red signals was being considered, Mr. Figg observed that typhoons which reach the China Sea, via the Bashee and Balingtang Channel, "occasionally move at the high speed of 15 miles per hour, and increase greatly in depth during their progress."

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This was one of those typhoons that emphasise the need of the wireless station at the Pratas which the Chinese Government undertook, several years ago now, to provide.

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Experience seemingly doesn't count for much in Hongkong where road-making is concerned. The wash of the sea over the Praya in the typhoon rendered this roadway practically impossible for vehicular traffic, but the P.W.D. in repairing the damage are adhering to the time-honoured methods which prove so ineffectual and expensive every time a typhoon occurs. Would it not be more economical in the long run to pave this road with the tar macadam which during the last year or two has been adopted for certain other thoroughfares in the Colony? A small piece of the Praya, in front of the Post Office, is so paved, and that is the only piece of the Praya which has not seriously suffered from the wash caused by the typhoon. *Verb. sap.*

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The London mails of July 30th, *viâ* Siberia, which reached the Colony yesterday afternoon—but will not be delivered till this morning!—will have been practically 27 days in transit. Yet we count the distance between Hongkong and London by the Siberian route as 17 days. One grows weary of complaining of these delays in the transit of the mails. For more than a year now the mail which leaves London on a Wednesday has been reaching the Far East about a week later than the mail dispatched on the Friday following. The Postal Administrations throughout the Far East have complained again and again, but no improvement has resulted. Would it not be advisable to try the effect of an identical letter of protest from the Far Eastern Chambers of Commerce sent through diplomatic channels to the Russian Postal Administration?

RODERICK RANDOM.

ACTIONS AND REACTIONS IN CHINA.

I.—FOREIGN RELATIONS—EARLY DAYS.

In the course of his writings, Darwin often has occasion to refer to the way in which the forces of nature interact and influence each other in unforeseen ways: how, for instance, certain flowers are dependent on cats, because the flowers can only be fertilized by the transference of their pollen through the agency of bumble-bees, which are always in danger from the depredations of field mice, and so are indirect *protégés* of the cat. This doctrine holds equally in the political world, and there is observable there the same interplay of forces, and, on account of its long period of practical stagnation followed by rapid and radical transformations in more modern days, China offers a peculiarly interesting field for studying the way in which a country is influenced by, and in its turn influences, the various factors with which it is brought in contact. For the present at all events the culminating point in Chinese politics is the revolution of 1911 and the consequent establishment of the Republic: it will therefore be our purpose to trace the history of such factors and the manner in which each has contributed towards the recent developments of Chinese politics, and to endeavour to ascertain in what manner they themselves are being or may be reacted on as the result of these developments.

Writers on the revolution attribute that event to various proximate causes according to their own predilections—to the influence of Education, of the Press, of Missions, of Foreign Aggression—but however much each or all of these may have contributed towards the final result, that result cannot be demonstrated to be the direct effect of any particular one of them. In considering the gradual development of the recent political changes, all causes, proximate and remote, must be passed in review, when it is seen that the one factor that is the prime cause of all the others is foreign intercourse. Missions, newspapers, and education have all played their part, but they themselves are but the effects of the contact of China with the outside world, which contact cannot be said to have commenced on an appreciable scale until the end of the 18th century. Prior to this period, China had been visited by a few European travellers: of these, Marco Polo is the best known; others were John of Montecorvino, Friar Odoric, St. Francis Xavier (who, however, was never permitted to land, and died in 1552 on the Island of San Cian, near Macao), his successors, Michal Roger and Matteo Ricci, and other Jesuit missionaries. Portuguese traders had been favourably received during the Ming dynasty, and had had access to the whole of the coast from Canton to Ningpo, as well as being permitted to visit Peking, Fernando Peres de Andrade being allowed to reside at the Court. This free intercourse with the Portuguese lasted, however, but a short time: de Andrade's brother indulged in piracy and ravaged the coast round Ningpo and Foochow. The Chinese took reprisals, and massacred the Portuguese colony at Ningpo, the few who escaped fleeing to Macao.

The Spanish colony of the Philippines brought that nation in contact with China in the early years, but produced no lasting effect, unless it was to harden in the Chinese any dislike they had conceived for foreigners. The Spaniards treated the Chinese settlers in the Philippines with great cruelty, and about the beginning of the 17th century hunted down and slaughtered the whole of them. The Dutch settled, first on the Pescadores and then in Formosa, but the Portuguese were able to prevent any other nation from obtaining a commercial foothold on the mainland, the only exception being an English mission to whom a charter was granted by Charles I. A small fleet was sent out under one Weddell; the Portuguese refused to admit it to Macao, so it sailed up the Canton River, when it was fired on by the Bogue Forts. The vessels returned the fire, silenced the forts, and hoisted the English flag over them. The Bogue Forts often came into prominence during the first half of the 19th century, when Great Britain was continuing on a larger scale the policy inaugurated in China by Weddell, and the whole history of his expedition anticipates *in petto* the course of future attempts to establish relations with China on a satisfactory basis. His drastic action brought its reward; he was granted the right to trade and assigned a factory outside the walls of Canton. After conceding the right, the Chinese officials did all in their power to restrict it by tariff and regulations, while at the same time a lucrative smuggling trade was carried on. This one episode exhibits practically every phase of the long struggle at Canton that was not brought to a close until the second war between Great Britain and China.

This meagre list exhausts all the noteworthy instances of intercourse between China and Europe up to the close of the Ming dynasty. It has often been urged that China was more open to foreign intercourse before the advent of the Manchus: Abbé Huc contends that it was a considered policy with the Manchus, realizing that they were comparatively a mere handful with an empire to hold in subjection to keep China as their peculiar preserve by excluding foreigners. The pioneers of the Republic proclaimed the same view: in his Manifesto of January 5th, 1912, Dr. Sun says:—

"The policy of the Manchu dynasty has been one of unequivocal seclusion and unyielding tyranny. Beneath it we have bitterly suffered, and we now submit to the free people of the world the reasons justifying the revolution and the inauguration of our present Government.

"Prior to the usurpation of the Throne by the Manchus the land was opened to foreign intercourse and religious tolerance existed, as is evidenced by the writings of Marco Polo and the inscription on the Nestorian tablet at Sian-fu.

"Dominated by ignorance and selfishness the Manchus closed the land to the outer world, and plunged the Chinese people into a state of benighted mentality, calculated to act adversely on their natural talents and capabilities, thus committing against humanity and the civilized nations a crime almost impossible of expintion."

A careful examination of the recorded instances of intercourse between China and foreign nations up to the end of the Ming dynasty scarcely supports this view, least of all can the case of Marco Polo be cited as evidence in its favour, for in his day, as under the Manchus, China was ruled by an alien conqueror. The ruler at that time, Kublai Khan, must have been the most powerful monarch in the world of his day: "Under Kublai Khan, the Chinese Empire became one of the largest of which we have any record in history. It counted as its subjects the immense population occupying the vast territories stretching from the Black Sea to the shores of the Yellow Sea, and from Northern Mongolia to the frontiers of Annam." (*A Sketch of Chinese History*, by Dr. Hawkes Pott p.89.) His name was feared in Europe; his father had carried the victorious Mongol arms into Poland and Hungary, and had devastated Moscow and other cities of Russia. "As they advanced Poland and Hungary gave little resistance; and the farthest nations of Europe were appalled by the the tempest" (Hallam's *Student's Middle Ages*, p.278.) Ser Marco Polo accordingly came to China fully prepared to recognize the greatness of her rulers and to submit to her laws. He would have had, for instance, no reason to claim extraterritoriality on the ground that the civilization of China was in too backward a state for Europeans to submit to her laws. No doubt the Manchus would have been perfectly prepared to welcome Europeans freely had they come in the same circumstances and under the same conditions as did Marco Polo—had they been prepared to acquiesce in China's superiority and to submit to her laws in the same way as he did.

The special reference in Dr. Sun's Manifesto to Ser Marco Polo's case and the specious argument founded thereon is our reason for dealing with it in some detail, but what has been said about it might apply equally to the early missionaries, Nestorian or Jesuit. They came to propagate their religion, prepared to accept Chinese rule and to submit to her authority without insisting on their position as citizens of Western Powers or invoking the secular arm. Moreover, a wide tolerance in religion has always been a distinguishing feature of China, and of her three dominant religions (Taoism, Buddhism, and Islam) two are foreign importations. This rule obtained, too, under the Manchus, and the Jesuits met with very favourable and liberal treatment at the hands of K'anghsi, which continued until their dispute with the Franciscans and Dominicans with the consequent affront to the Emperor by an appeal from his decision to the Pope. Thus even under the Manchus, China was open to missionaries *quâ* missionaries; it was only when they exhibited themselves as foreign missionaries—subjects of a foreign Power—that obstacles were opposed. In general it may be said that the few foreigners who visited China under dynasties previous to the Ch'ing did so on the same footing as if they were visiting another European country, and, while they were in the country, submitted to its government, and that it was on this basis that they were granted admission to China.

On these grounds it is, we think, fair to conclude that the change of attitude under the Manchus was but a reflection of a changed attitude in the Europeans: with the European's demand for the privileges of a Roman citizen there was inevitably engendered a much narrower policy on the part of the Chinese—the foreigner who demanded to be tried by officers of his own nationality, who claimed that while he was in China he still owed allegiance to his own sovereign, and who would even call for military protection from his own government if his so-called rights were interfered with, was a very different being from the foreigner of former days, who was prepared to stand on a Chinese footing for so long as he was in China. Hence China's change of attitude.

(To be Continued.)

TRIUMPH OF SANITARY SCIENCE.

THE PANAMA CANAL.

Sir Bampfylde Fuller contributes to the current number of the *Nineteenth Century* an article on his visit to the Panama Canal which will be read with great interest. Although labour saving machinery of the most marvellous description is utilised for the purpose of the works, no fewer than 30,000 men are employed in the construction of the Canal. Of these, 4,000 are Americans, who, as Sir Bampfylde Fuller puts it, form a superior service, styled "gold employes," in order to avoid racial implications. The salaries of this class are calculated in American dollars; while the remainder are paid in Panama dollars, the Panama dollar being half the value of the American coin. Some of the "silver" employés are Italian and Spanish immigrants, but the bulk of them are negroes, British subjects from Jamaica and Trinidad. There are also several hundred Hindus on the works, who are chiefly employed on the fortifications, because, it is said, "they are unlikely to talk about them." The British coloured labourers with their families constitute the bulk of the population, and the American engineers have consequently been working with a staff who can claim the protection of the British Minister. Sir Bampfylde Fuller states that it was gratifying to an Englishman to hear on every side the heartiest tributes to Sir Claude Mallet, the British representative, whose energy, tact, and good sense have proved of inestimable value. It appears that at the outset the negroes were very suspicious of the American authorities, which is perhaps not surprising when the history of slavery in the United States is remembered. These men were ready to strike on the smallest provocation, and they sometimes declined to accept their rations until the food had been tasted by Sir Claude, who has gained the complete confidence of the labour force. The Hindu immigrants, indeed, have such implicit faith in him that they will hardly wait to obtain receipts when they deposit money at the British Consulate. The success of the Americans in transforming the Canal Zone from a pestiferous region into a comparatively healthy area is one of the greatest triumphs of sanitary science. But the cost has been enormous, and it would be impossible to deal with a country like India by the same methods. Nearly three millions sterling have been expended in sanitary measures in the small Panama area, and that terrible scourge, yellow fever, has been banished entirely from the region. In the rainy season the mosquito is still by no means uncommon, but in order to afford protection from this pest, the jungle has been cut back from the proximity of dwelling houses, surface water, whether stagnant or running, is regularly sterilised by means of larvicide, and all houses are provided with mosquito-proof screening. Medical experience has shown that if houses are kept practically clear of mosquitoes in this way and any which manage to enter are systematically destroyed, there is very little fever, even though pools and channels are left unsterilised. There are still many admissions to the hospital for malarial fever, but the melancholy experience of the defunct French company proves that were it not for the measures of protection adopted by the Americans the whole staff would be incapacitated. When a patient suffering from malaria is admitted to the hospital he is treated with quinine on heroic lines. "The daily dose of quinine," writes Sir Bampfylde Fuller, "is seldom less than forty-five grains, and patients are not allowed to leave their beds until their temperature has remained normal for five days at least. Complaints of deafness are disregarded; if the patient turns of a blue colour he may be consoled with a dose of Epsom salts. It is claimed that by this drastic treatment the relapses are prevented, which in India and elsewhere probably account for at least nine attacks out of ten." Sir Bampfylde observes that it is difficult to believe that if these enormous doses of quinine could be safely employed in India British doctors would not have made the discovery. It is safe to say, moreover, that those who have had experience of quinine will not be anxious to consume it in a wholesale fashion, however much they may value it as a drug.

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EXPLOSION OF AN OIL TANK AT KIUKIANG.

MANAGER AND SERVANT KILLED.

A terrible accident is reported to have occurred at the Asiatic Petroleum Company's premises at Kiukiang, resulting in the death of the manager (Mr. N. D. Field) and a Chinese assistant. The two had gone to the top of a kerosene tank to measure the contents and had replaced the manhole, when there was a terrific explosion. The assistant was killed outright and Mr. Field so badly injured that he died the following day. The cause of the explosion is a mystery. The released oil caught fire and there was a great danger of the other tanks becoming involved, but fifty sailors from H.M.S. *Britomart* and *Flora* went ashore and extinguished the flames. Mr. Field was a member of the Shanghai Marine Engineers Institute and had been in the Company's service about three years.

STEAMER'S TRYING EXPERIENCE.

CAPTAIN COULD NOT SEE DECKS FOR THREE DAYS.

Many steamers coming from Calcutta report having experienced a trying time getting through the cyclone which has been blowing there for the past few days, says the *Times of Ceylon* of July 31st. Perhaps the vessel whose experience has been the worst is the *Strathgarry*, which put into harbour yesterday evening. Speaking to one of our representatives to-day, Captain Neill said that his experiences were the worst in his recollection, and that he had never had the misfortune to encounter such a heavy monsoon. After leaving Calcutta he had three very bad days, with high winds and mountainous seas, during which he "did not see his decks," which were continually awash. During this very trying period one of the lifeboats was damaged, while the progress the vessel made was only between two and three knots. The weather moderated somewhat after this, but strong South-West winds were experienced right down to the Basses, from where there was a strong westerly wind up to Colombo. The *Strathgarry* averaged six knots for the voyage, although capable of 9½. She brought a cargo of coal to Colombo.

THE DUTCH NAVAL PROPOSALS.

More than a year ago, says the *Naval and Military Record*, the Dutch Government appointed a commission to report upon the defence of the Dutch East Indies. The result is certainly startling, for the commission now reports that Holland should build nine Dreadnoughts, six torpedo cruisers, and a large number of torpedo craft and submarines, the proposed fleet to be divided between home waters and the East. We have still to learn on what grounds this division of force is recommended, but probably the reasons will not be published. The cost of the new fleet would amount to at least 25 milions sterling, and that is a considerable naval outlay for Holland to face on naval armaments. The question arises, by what Power is the Dutch colony menaced? The scheme also suggests reflections upon the fūtility of building minor navies for service in European waters. At present the Dutch Navy is of no practical importance, but if Holland is going to build Dreadnoughts, even half a dozen might conceivably turn the scale or render her alliance of value. The maintenance of neutrality is supposed to be the Dutch objective, and perhaps it is; but can she afford to remain neutral with so powerful a neighbour on her frontiers?

THE PANAMA EXHIBITION.

SHOULD JAPAN PARTICIPATE.

While Japan is uncertain in her attitude on the question, England, Germany, and Russia have openly declared their unwillingness to participate in the Panama Exhibition. In view of the pending question between Japan and the United States, a sentiment is gradually gaining ground among raw silk exporters to follow the example offered by these European Powers. In the circumstances if the Government does openly declare Japan's intention to participate in the exhibition, few exhibits will be sent by the export merchants and the result will practically be the same as non-participation.

As for the argument that non-participation will mean a loss to the Japanese themselves, those in the business state from their experiences at Chicago and St. Louis that world exhibitions are not of much importance so far as the silk trade is concerned, the impetus they give to the trade being generally very small. Therefore if non-participation in the exhibition should bring loss to Japanese silk traders the loss will be insignificant. The same may be said, in their opinion, of other branches of trade.—*Japan Mail.*

SOUND ADVICE TO BOYS.

ROUGH DIAMONDS NOT WANTED.

Sir W. Robertson Nicoll, in a speech at the Mill Hill School on Founders' Day, said:—

"What is the most serviceable and precious gift which a youth can possess at the outset of his career in life?

"Invariably I have come to the same conclusion. The most valuable of all faculties is the faculty of attracting the goodwill of those who are placed in authority over you. The faculty is difficult to analyse, but it often seems to make all the difference between success and failure.

BECAUSE THEY ARE LIKED.

"Those who are winsome seem to rise rapidly, to acquire distinction before it is too late, to win and keep strong friendships simply because they are liked. Do not mistake me. I do not mean that you will make your way merely by grinning. A pleasant manner is not enough. You will never be really liked by any employer unless you are trustworthy.

"But trustworthiness is not enough. There must be with it cheerfulness, winsomeness, pleasantness. The tasks set you must be accepted and carried through with a smiling face, with an evident alacrity and interest and goodwill. If this is done the work will find acceptance, and whatever its difficulties may be, they will be understood and provoke sympathy. You must learn to be cheerful, even in the handling of difficult and irksome affairs. A sulky patience will not satisfy, and you must learn to be cheerful in enduring. Every business has to be learned, and the learning is not easy. In the course of it you will have snubs and rebukes.

"My counsel is that you will be wise to cultivate along with your studies a winsome manner. There are many boys who do justice to the development of their mental powers. They discipline themselves; they master by degrees the details and secrets of their business. But of these there are not a few who, while they are working hard, utterly neglect the graces. They are, if not actually rude and uncouth, yet by no means agreeable. They carry no sunshine with them. One can have no pleasure in their company. Depend upon it, no man will very long keep near him anyone whom he dislikes, and, on the other hand, remember that no one will readily get rid of those whom they do like, who work with them heartily and kindly. I believe that when choices have to be made for promotion they are very often decided by this quality of likeableness.

"I cheerfully admit that there is great improvement in this respect, for I can remember the time when people actually deferred to what we call rough diamonds.

NO ROUGH DIAMONDS.

"These were generally insolent and unmannerly old fellows who had prospered beyond their merits in life. All sorts of excuses were made for them. We were told that they had hearts of gold. We were also told that they had nothing of the bear except his skin. But I think we have come to the time when the man who talks like a London cabman of former generations is not excused, and that people have discovered that the rough diamond is usually an old beast. And I do not need to tell you that in this democratic age anything in the nature of pomposity, airs, side, or whatever it is called, is most intolerable, and not to be endured."

INTIMATIONS

THE BEST

THE BREWER'S BREW

GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

[31

HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE to

THE SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 o'clock a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. O. WURIU.

S. MORIMOTO,
Agent.
TOYO KISEN KAISHA.
Hongkong, 25th August, 1913. [1002

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
ON SATURDAY,
the 30th August, 1913, at 2.30 P.M., off Observation Place, Praya East,
FIVE 500 Ton STEEL LIGHTERS
As they stand with all Workable GEAR.
HAND CRANES.
8 cwt. and 10 cwt. ANCHORS,
and
About 90 Fathoms 1 in. STUD LINK CABLE
on each Lighter.
Further particulars may be obtained from the Undersigned.
On View Two Days before Sale.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th August, 1913. [1003

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SS. "TENYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 26th Aug., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 2nd Sept. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 2nd Sept., at 10 A.M.

All Claims must be filed on or before 9th Sept., otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 23rd August, 1913. [1004

WANTED.

NURSE or NURSERY GOVERNESS to accompany family to Australia, remaining there about 18 months. Only Europeans need apply—
Box No. 18,
Care of "Daily Press" Office.
Hongkong, 18th August, 1913. [984

NOTICE.

WE have OPENED our OFFICE on the 2nd Floor of Nos. 16-22, QUEEN'S ROAD CENTRAL, and have authorized MR. SHEIK EBRAHIM ISMAIL to Sign our Firm.

S. C. ISMAIL & Co.
Hongkong, 22nd August, 1913. [994

U. S. R. C.

NOTICE.

WILL Owners of GOLF CLUBS left in the U.S.R.C. kindly fetch them or send some one for them with an accurate description of them?

HON. SECRETARY.
Hongkong, 23rd August, 1913. [1000

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to $2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [958

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest store in the Colony.
An Early Visit Earnestly Solicited.

D. CHELLARAM.
Hongkong, 26th July, 1913. [907

ENTERTAINMENTS

THEATRE ROYAL.

GRAND CONCERT
AND
VARIETY ENTERTAINMENT

UNDER the Distinguished Patronage of HIS EXCELLENCY THE HON. MR. CLAUD SEVERN, the OFFICER ADMINISTERING THE GOVERNMENT.

IN AID OF THE
DIOCESAN GIRLS' SCHOOL
BUILDING FUND.

ON SATURDAY, 6TH SEPT., AT 9.15 P.M.

ASSISTED BY THE
2ND BN. D.C.L.I. STRINGED ORCHESTRA.

PRICES: $3, $2 & $1.

BOOKING AT MOUTRIE'S.

Late Cars to the Peak.
Hongkong, 21st August, 1913. [993

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
ON WEDNESDAY AND THURSDAY,
the 3rd and 4th September, 1913, commencing at 10 A.M. each day, at H.M. NAVAL YARD, Hongkong and Kowloon Dépôt,
50 Ton COAL LIGHTER
and
OLD AND SURPLUS
NAVAL AND VICTUALLING STORES,
Comprising:

OLD AND SURPLUS NAVAL STORES:—Engines Fire Manual, Engines Compound Horizontal, Engines Inverted Vertical, Boilers with Mountings, Air Compressor, Lathes, Flag Sewing Machines, Fan Engines, Steam Hammer, Hollow Shafting, Capstan and Engine, Oil Engine, Propeller, Canvas Cuttings, Bunting, Canvas and Leather Hoses, Coir Cordage, Manila Hawser, Paperstuff, Dining Table, Old India Rubber, Boats, Carpets, Rugs, Blankets, Chain Cable, Steel Wire Rope, Steel Tools, Electric Cable, Olive Oil, Old Iron and Steel, Old Metal, &c., &c.

Samples of Valuable Metals may be inspected at the Naval Ordnance Depôt.

OLD AND SURPLUS VICTUALLING STORES:—Provisions, Seamen's Clothing, Blankets, Officers' Mess Traps (A quantity of Electro-plated Articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.

TERMS OF SALE:—As detailed in the Catalogue

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, 20th August, 1913. [989

PRELIMINARY ANNOUNCEMENT.

BY ORDER OF THE EXECUTORS
of the
Will of the Late MR. JOHN HUGHES LEWIS.

PUBLIC AUCTION.

MESSRS N. MOALLE & COMPANY have received instructions to sell by PUBLIC AUCTION,
on
MONDAY,
the 22nd day of September, 1913, at 12 o'clock noon, on the Premises,
The Following:—
VALUABLE LEASEHOLD PROPERTY,
IN ONE LOT,
Situate and being
Portion of Lot No. 10 on the
BRITISH CONCESSION, AMOY.
Particulars:—

All that Piece or Parcel of Ground being part of Lot No. 10 situate at Amoy in China within the British and American Concessions there and described on the Plan made by the Amoy Customs in 1884 as the Portion belonging to Messrs. BROWN & Co., which said Piece or Parcel of Ground is bounded on the North West side thereof by other Portion of the same Lot described on the said Plan as belonging to JARDINE, MATHESON & Co., and measuring thereon 190 feet or thereabouts on the South East side thereof on a Street described on the said Plan as Sai Hing Street and measuring thereon 207 feet and 10 inches or thereabouts on the North East side thereof on the native city of Amoy as described on the said Plan and measuring thereon 135 feet and 6 inches or thereabouts and on the South West side thereof on the Bund and measuring thereon 108 feet and 6 inches or thereabouts, such Piece or Parcel of Ground being that Portion of the said Lot No. 10 purchased by FRANCIS CASS from Messrs. BROWN & Co., on or about the 20th of June, 1896, and transferred in the books of HER BRITANNIC MAJESTY'S CONSULATE at Amoy into the name of the said FRANCIS CASS on the said date, held for the residue of 100 years from 1st day of January, 1862, created by a Deed of Lease dated 3rd May, 1865, made between WILLIAM HENRY PEDDER, HER BRITANNIC MAJESTY'S then Consul at Amoy, of the one part, and JOHN FORSTER & Co., of the other part.

Upon the said Piece or Parcel of Ground are erected two separate blocks of Offices together with two separate Godowns, and there is also an open space measuring 62 by 65 or thereabouts.

Proportion of Crown Rent $50 per annum.

Particulars and Conditions of Sale are in course of preparation and will shortly be obtainable from:—

MESSRS. DOUGLAS LAPRAIK & Co.,
Hongkong and Amoy,
and also from
MESSRS. DEACON, LOOKER, DEACON & HARSTON,
1, Des Vœux Road Central, Victoria,
Hongkong.
Vendors' Solicitors,
and also from
MESSRS. N. MOALLE & Co.,
The Auctioneers.
(Further Particulars will be duly announced).
Hongkong, 20th August, 1913. [990

INTIMATIONS

LANE, CRAWFORD & Co.

LADIES' DEPARTMENT

TELEPHONE 97.

WALK OVER SHOES

BLACK SUEDE,
WHITE
BUCKSKIN,
WHITE CANVAS,
BLACK AND TAN
LEATHER
SHOES
AND
PUMPS.

THERE IS AN INDIVIDUALITY ABOUT THE CUT AND FINISH OF OUR FOOTWEAR—A STYLE WHICH IS EXCLUSIVE AND IN THE MOST PERFECT TASTE.

[46

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON Co.	SUN Co.
SINCERE Co.	CHEN KWONG.
KWONG HIP SHING.	M. Y. SAN.
KWONG WAH.	M. ALLISON.
KWONG FOOK CHEONG.	SAN KWOK MAN.

AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE.	LEMON PUFF CREAM.
SHORTCAKE.	CLOTTED CREAM.
TEDDY BEAR.	

Other well-known Biscuits such as Marie, Petit Beurre, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MacEWEN, FRICKEL & Co.,

1st May, 1913 HONGKONG AND CANTON. [342-2

FOR THE SUMMER MONTHS

SPECIALITIES

CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK,

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE
DAIRY FARM Co., LTD.

28

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED,

EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.
Hongkong, 26th June, 1913. [45

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1913. With INDEX Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th July, 1913

MASSAGE.

SKILFUL, Safety in the General or Electric.

MISS MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received
FRESH SUPPLY OF VEGETABLE SEEDS.
[842

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PUBLIC COMPANIES

THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.

THE THIRTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, St. George's Building, 6 Connaught Road, Victoria, on THURSDAY, the 28th AUGUST, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th August, to THURSDAY, the 28th August, 1913, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th August, 1813. [980

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1) Per Share for the Six Months ending 30th June, 1913, will be Payable on TUESDAY, the 26th August, 1913, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 23rd August, to TUESDAY, the 26th August, 1913, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th August, 1913. [988

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTTIERRES of HONGKONG, has been LOST. SHOULD the said SHARE CERTIFICATE not be produced on or before the 28th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be made out in the name of ADELINO OSCAR GUTTIERRES.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
St. George's Building,
Hongkong, 13th August, 1913. [972

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 6008 for TWENTY-FIVE (25) SHARES numbered 77727 to 77751 inclusive fully paid-up, standing in the Register in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd August, 1913. [1001

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,700,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 13th August, 1913. [21

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
STERLING £1,500,000 at 2/-	$15,000,000
SILVER	$17,450,000
	$32,450,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.
G. Friesland, Esq. — J. A. Plummer, Esq.
C. S. Gubbay, Esq. — W. L. Pattenden, Esq.
P. H. Holyoak, Esq. — H. A. Siebs, Esq.
G. R. Lauronz, Esq. — Hon. Mr. E. Shellim.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balances.
ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent. per Annum

N. J. STABB,
Chief Manager.
Hongkong, 16th August, 1913. [18

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [872

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital	Yen 10,000,000
Capital Subscribed (paid up)	Yen 6,250,000
Reserve Fund	Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [632

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 76, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS ..... $7,060,000 equal £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. [22C

THE YOKOHAMA SPECIE BANK, LIMITED.

AUTHORISED CAPITAL	Yen 48,000,000
PAID-UP CAPITAL	Yen 30,000,000
RESERVE FUND	Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsin	Liao-Yang	Ryojun (Port Arthur)
Calcutta		
Bombay	London	San Francisco
Changchun	Los Angeles	Shanghai
Dairen (Dalny	Lyons	Siehling
Fengtien (Mukden)	Nagasaki	Tientsin
Hankow	Newchwang	Toky
Harbin	New York	
Honolulu	Osaka	
Kobe	Peking	

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [464

Cutler Palmer & Co.
The Wine Merchants of the East

NAPIER - -
JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.
[74

WORLD RENOWNED
BRAND STUHR.

STUHR'S
GENUINE CAVIARE,
ANCHOVIES IN BRINE
(Salted Sardols).
In Tins and Glasses.
Sold by all High-Class Provision Dealers.
C. F. STUHR & CO., HAMBURG.
English Export Agent:
W. LOVEGROVE, LONDON, E.C.
208

TO LET

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 12th August, 1913. [964

TO LET.

NO. 104A, THE PEAK, GOUGH HILL, from 15th October, for 6 months (balance of lease) or more. Partly Furnished. SIX ROOMS.

Apply—
H. W. D. SHALLARD,
Care of P. & O. S. N. Co.
Hongkong, 18th August, 1913. [985

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [995

TO LET.

FURNISHED, KELLETT CREST, No. 66, PEAK; early possession.

Furnished for one year from 1st November next, "COOMBE," Magazine Gap, with Tennis Lawn.

"ROGATE," Austin Road, Kowloon, from 1st October.

"HARTING," Austin Road, Kowloon. Immediate possession.

MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.

To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale. "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—LINSTEAD & DAVIS.
3rd Floor, Alexandra Buildings.
Hongkong, 25th August, 1913. [64

TO LET.

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No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.

Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.

(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

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Hongkong, 10th June, 1913. [780

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Hongkong, 8th August, 1913. [65

CAPTAIN SCOTT FUND.

GRANTS TO DEPENDENTS OF VICTIMS.

SCHEME FOR MEMORIAL.

The committee which had the duty of administering the fund collected at the Mansion House for the widows and dependents of those who lost their lives in the Captain Scott Expedition issued its report on July 9th, as follows:—

Owing to the great liberality of the public, not only at home, but in India, Canada, Australia, New Zealand, and other parts of the Empire, the large sum of £75,000 has been placed at the disposal of the committee for the various objects for which the fund was raised, which included (a) Relief for the families of the deceased, in supplement to the provision made by the Government; (b) discharge of the liabilities of the expedition; (c) publication of the scientific results; (d) the erection of a suitable memorial or memorials.

The Government have decided to ask Parliament to sanction a special vote sufficient to provide for Lady Scott (in addition to the Admiralty Pension of £200 a year for herself and £25 a year for her son until he reaches the age of eighteen) an annuity of £100; for Mrs. Scott, the mother, and Mrs. Campbell and Miss Grace Scott, the sisters of Captain Scott, a joint annuity of £300; for Mrs. Wilson, the widow of Dr. E. A. Wilson, an annuity of £300; for Mrs. Evans, the widow of Petty Officer Edgar Evans (in addition to the pension and allowances awarded to her by the Admiralty amounting to 12s. 6d. a week), a further annuity of 12s. 6d. a week for herself, and 3s. a week for each of her three children up to the age of eighteen; for Mrs. Bowers, the mother, and the two sisters of Lieutenant Bowers, the Indian Government, in whose service he was, provide a pension of £100 per annum.

PAYMENTS OUT.

The committee, taking these allowances into consideration, and having regard to the large sum with which they had to deal, and especially to the considerable amount explicitly assigned by subscribers for the widows and relatives of the deceased men, have thought it right to make what they deem very liberal grants to supplement the Government annuities. In so doing they consider they are satisfying the obvious desire of the donors that, in distributing the fund, generous treatment should, above all, be rendered to those who were dependent on the gallant men who gave up their lives in this expedition. They have allocated the following sums:—

Lady Scott	£8,500
Peter Scott	3,500
Mrs. Scott and her two daughters	6,000
Mrs. Wilson	8,500
Mrs. Bowers and her two daughters	4,500
Mrs. Evans and her three children	1,250
The mother of Edgar Evans	250
Mrs. Brissenden and her child	750
Mrs. Abbott	750
Total	£34,000

Mrs. Brissenden is the widow of a sailor of the party who was accidentally drowned in survey work in New Zealand during the expedition, and Mrs. Abbott is the dependent mother of a Chief Petty Officer who has become insane in consequence of the privations endured. It was thought that the subscribers would assent to some portion of the fund being set apart for their relief, though, perhaps, technically they were not within the scope of the appeal.

In regard to the whole of the sums allocated to the several widows and relatives, it has been decided that the Public Trustee shall be associated with the widow or relatives in order that they may have the advantage of his sunport and experienced counsel, and that trust deeds be prepared in each case with such wide powers of investment, advancement, and administration as the Public Trustee shall advise. In the case of Lady Scott, the committee have decided that after her death the trust money shall go to her son on his attaining the age of twenty-five. In cases where there are at present joint recipients the grant will eventually become the sole property of the ultimate survivor, who will have power to dispose of the same by will as he or she thinks fit. In Mrs. Wilson's case, as she has no dependents, the same arrangement will prevail.

The estimated deficit on the cost of the expedition to the end of its work, after the payment of expenses and salaries, the grant of a bonus to officers and men, and the sale of the *Terra Nova*, amounts to about £5,100, and this the committee will make good from the fund.

PUBLICATION OF RESULTS.

For the publication of the scientific results of the expedition the committee, on the advice of the sub-committee over which the President of the Royal Society presided, have assigned the sum of £17,500, which is thus provisionally allocated.

Salaries of three biologists and three geologists for a probable period of three years at £250 a year, with fees to outside experts and cost of materials, £6,000; salaries of two physicists and a draughtsman for a probable period of three years at £250 a year, including costs of materials £2,700; publication, including paper, printing, engraving, binding, and distribution (1) Biological division, undertaken by Trustees of the British Museum; (2) physical division, £6,000; (3) history of the expedition, with a detailed account of the sledge-journeys, equipment, instruments, etc., £2,000; (4) charts and maps required for the three series, £800; total, £17,500.

The work of publication will be controlled by a committee of three members, one appointed by the Royal Society, one by the Royal Geographical Society, and Staff Surgeon E. L. Atkinson, R.N., as representing the scientific staff of the British Antarctic Expedition. The Mansion House Committee have secured the services of Captain Henry George Lyons, R.E., F.R.S., who is willing to undertake, without salary, the editorial charge of the preparation and publication of the scientific results of the expedition, and will attend the meetings of the committee.

THE MEMORIAL FUND.

When all these amounts have been allocated, viz., £34,000 to the widows and relatives, £5,100 to the deficit on the expedition, and £17,500 to the publication of the scientific results, about £18,000 will remain for a memorial for the deceased men. The committee recommend the following distribution of this sum:

(1) The provision of a suitable memorial tablet in bronze in St. Paul's Cathedral, sanction for this having been given by the Dean and Chapter.

(2) The erection of a sculptured monument in bronze in a public place in London (preferably the space immediately behind the railings in Hyde Park fronting Lowther Lodge, the new home of the Royal Geographical Society), to contain the figures of the five dead men, by a sculptor of approved eminence to be hereafter selected.

(3) The balance, estimated at £10,000, to be placed in the hands of trustees and devoted to an endowment fund in aid of future polar research, the income to be applied either annually for the encouragement of such work as may arise, or allowed to accumulate until such an occasion presents itself. This is an object which it is believed would have commended itself greatly to the late Captain Scott.

As the relatives of the late Captain Oates require no assistance from the nation or the fund, a contribution to the special memorial to this gallant officer, now being raised by his regiment, would seem to be particularly appropriate, and the committee propose to make it.

CHINESE IMMIGRANTS INTO MALAYA.

It is a matter of general knowledge, remarks the *Pinang Gazette*, that to the already large resident Chinese population of Malaya there is a regular flow of immigrants; and in the annual report of the Secretary for Chinese Affairs, Mr. L. H. Clayton, Acting Secretary, published as a supplement to the current S.S. Government *Gazette*, the public have laid before them the silent facts and figures for the year of the department which deals with this important question. There was a record number of arrivals in the Straits of Immigrants from China in 1911 (269,854), and last year showed a falling off of 18,210, the total being 251,644. Since 1890, it may be mentioned, the lowest figure was 192,029, in 1892. It must not be deduced from the above figures that all the immigrants enumerated took up their residence in British Malaya. Taking, for instance, the statistics of arrivals in Penang, these numbered 77,579 as against 81,624 in 1911 and 59,443 in 1910. Of the first mentioned number 5,857 proceeded direct to other ports in India, Sumatra, etc., as against 3,848 in 1911 and 5,609 in 1910. No fewer than 5,267 went to Rangoon, 272 to Padang, 236 to Deli and 71 to Calcutta.

In an analysis of the figures Mr. Clayton draws attention to a gratifying rise in the percentage of women immigrants arriving in Singapore. In Penang the number of women and children arriving was 6,965 and 5,966, as against 7,701 and 5,982 respectively in 1911. But in Singapore the number of adult female emigrants arriving was 23,327, an increase of 589 on the figure for 1911 and 6,932 on that for 1910. The percentage of women to men (11.3 per cent.) was higher than in any previous year, but this is partly accounted for by the fact that only 13,600 "unpaid passengers" arrived. In 1910 the percentage was 10.0 and the year before that 8.8. The tendency is certainly one to be encouraged, and the satisfactory figures quoted in regard to Singapore doubtless has a bearing on the decreases shown in the prostitution statistics for Singapore and Penang. Singapore had 371 brothels known to the Department with 2,473 inmates, 1,949 being Chinese. Penang has 176 of these houses with 1,012 inmates, of whom 741 are Chinese. 137 Japanese, 62 Tamils and 72 Malays. Malacca has 36 houses and 271 girls. Total for the Colony, 3,756 in 583 houses. Mr. Clayton says that "the inmates of all brothels were called to the office and their legal freedom explained to them, each woman being given an opportunity of making a complaint. In addition, the women each have a protection ticket, the production of which at the office is followed by their prompt summons there."

A number of persons styled "unpaid passengers" obtain free passage to the Colony in consideration of entering into contracts for service on arrival in the Colony. There were 13,600 of these in 1912 as against 24,345 in 1911. The supply was sufficient for the demand throughout the year, and on December 31st there were 118 remaining in the depots. Practically all the contracts are signed at Singapore. 3,394 contract labourers went to the East Coast States, 1,730 to British North Borneo, 1,508 to Banka, 1,582 to Johore, 1,453 to Dutch Borneo and 1,073 to the Sumatra East Coast. From an interesting table showing the classes of labour for which contracts were signed in 1912, we gather that 7,574 were agricultural labourers, 2,717 miners and quarrymen, 2,920 general unskilled labourers 1,205 sawyers, timber and firewood cutters, 410 mechanics and artisans and 143 lascars, sailors, fishermen, etc. There are 31 licensed native passenger lodging-houses in Penang, 27 being for Chinese. In Penang we have 264 lawful societies against 401 in Singapore. In Penang, we learn, the gangs of rowdies that have given trouble in previous years remained fairly quiet, the probable reason advanced being that many of the headmen were banished in 1911. Action was taken against a mixed Hylam and Cantonese Society and all persons connected with it were banished. There were no notable disturbances among Chinese during 1912. 447 persons were banished last year, which is more than in 1911 but fewer than in the two previous years. The parties banished would appear to have been individuals the Colony could well do without. They included 212 habitual criminals, 112 connected with unlawful societies, 29 gang-robbers, 23 morphia dealers and injectors, 14 guilty of offences connected with prostitution, 18 bad characters, 12 counterfeiters, 5 professional gamblers and 22 "miscellaneous" rascals.

LATEST STEAMER MOVEMENTS.

The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.

The M.M. str. *Magellan* is expected in Hongkong on or about Wednesday next, northward bound.

The P. & O. str. *Devanha* left Singapore for this port on the 23rd August, at 8 a.m., with the outward English mails, and is due here on the 27th August, at about 4 p.m.

The A.L. str. *Austria* left Singapore for this port on the 22nd August, p.m., and will arrive here on the 28th August, a.m.

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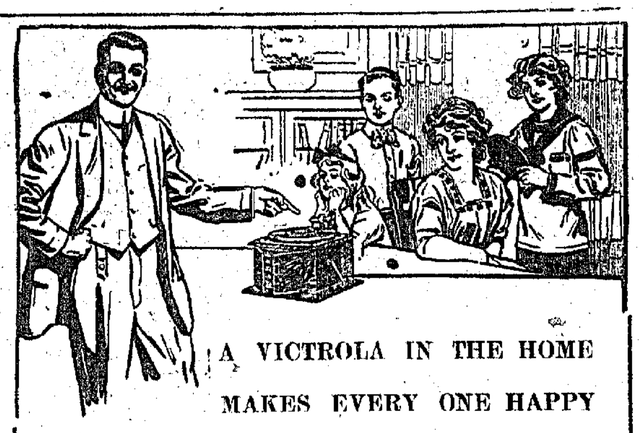

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NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SHIMOSA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.
Hongkong, 20th August, 1913. [992

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Aug., at 9.30 A.M.

All Claims must reach us before the 3rd Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th August, 1913. [4

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M.

All Claims must reach us before the 4th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents
Hongkong, 20th August, 1913. [4

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"DEN OF CROMBIE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th Aug. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 21st August, 1913. [49

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

S.S. "SAXONIA."

FROM PUGET SOUND, PORTLAND AND VANCOUVER VIA JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 23rd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from The Hongkong and Kowloon Wharf & Godown Co., Ltd

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 30th inst., at 5 P.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 28th inst., at 10 A.M.

All Claims must be filed on or before 30th inst., otherwise they will not be recognised.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 21st August, 1913. [996

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE,"

Arrived Hongkong on 21st August, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st August, 1913. [1

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VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 14th August, and is expected here on the 25th August.

The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 19th August, for Manila, and may be expected to arrive here on or about 30th August.

MERCHANT STEAMERS.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Shanghai for this port on the 22nd August, and is expected here on the 25th August.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 21st August, and is expected here on the 25th August, a.m.

The N.Y.K. str. *Kamakura Maru* (Bombay Line) left Singapore for this port on the 19th August, and is expected here on the 25th August.

The Ben Line str. *Benalder*, from Middlesbro' and London, left Singapore on the 20th August for this port, and may be expected to arrive here on or about the 26th August.

The N.Y.K. str. *Hirano Maru* (European Line) left Singapore for this port on the 21st August, and is expected here on the 26th August, a.m.

The H.A.L. str. *Senegambia* left Singaport on the 21st August, p.m., and may be expected here on or about the 27th August, p.m.

The N.Y.K. str. *Awa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 22nd August, and is expected here on the 31st August.

The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Bayo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Tango Maru* (European Line), left London for this port via ports on 2nd August, and is expected here on 10th September.

The Swedish East Asiatic Co.'s str. *Peking* left Gothenburg on the 16th August, and is expected to arrive here on or about the 30th September.

The str. *Glenlogan* passed the Suez Canal on the 25th July for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Chunsang, from Sourabaya, is due in Hongkong 26th August.
Suisang, from Shimonoseki, is due in Hongkong 26th August.
Laisang, from Calcutta, is due in Hongkong 31st August.
Fooksang, from Singapore, is due in Hongkong 26th August.
Kutsang, from Moji, is due in Hongkong 27th August.

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REVISED BY THE MEMBERS.

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Hongkong, 25th June, 1913.

LONDON THEATRES.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

London, July 1913.

It may be interesting to note that the forthcoming premieres already announced are, September 1st, "Androcles and the Lion" at the St. James's Theatre; on the following evening "Joseph and His Brethren" at His Majesty's; September 4th, "The Legend of Leonora" at the Duke of York's; September 15th, "Interlopers" at the Royalty; and October 1st, "The Laughing Husband" at the New Theatre.

***

With regard to "Joseph and his Brethren," by Mr. Louis N. Parker, it is of interest to know that Sir Herbert Tree has succeeded, after a little trouble, in obtaining the necessary licence from the Lord Chamberlain. Mr. Parker, in an interview, declares that there is nothing in the play that could lay it open to being censored; it is intrinsically a Biblical play with actual Biblical dialogue, and all the additional illustrations and material necessary to make a play of it. The play was produced in New York last January and met with great success.

***

The play opens with the representation of the jealousy which leads Joseph's brethren to cast him into the pit and afterwards to rescue him and sell him into the bondage which is destined to make him so powerful in their time of need. The bringing to Jacob of the blood-stained coat of many colours of his favourite son, the temptation of Joseph by Potiphar's wife, the woman's revengeful denunciation of him, his interpretation of the dreams of the butler and baker in prison, which bring him to Pharaoh's notice, the coming of the brethren—these are some of the incidents that lead up to the final dramatic and affecting tableau, the entry of Jacob into Egypt, to be re-united to the son whom he had thought dead.

***

Olympia for Christmas is to have a show "bigger than Barnum's," says Mr. Charles B. Cochran; it is Carl Hagenbeck's Wonder Zoo and big circus. Upwards of 2,000 animals, beasts and reptiles will be on view in such a style as to appear at liberty amidst natural surroundings; and for the circus there will be the "greatest collection of performing animals ever assembled together."

***

Miss Netta Syrett has conceived a happy idea, and, with Mr. Percy Dearmer as manager, will inaugurate at Christmas, at one of the London theatres, a scheme for producing simple and beautiful plays for and acted by children. The idea is to eight matinees of two sets of plays to be staged alternately during the Christmas holidays, and to produce not only fairy and adventure plays, but also plays of everyday life of the nursery and schoolroom.

***

Mme. Lydia Yavorska has leased the Ambassadors' Theatre for the autumn and winter, and she contemplates producing plays that have already been successful in Europe, and also some English plays. Amongst the pieces she will put on will be the comedy, "The End of Love," by Roberts Bracco, a dramatisation by Mr. John Pollock of Tolstoy's well-known novel, "Anna Karenina."

***

The Revue "Come over Here" at the London Opera House still continues to draw big houses. The second act has been altered and now starts with an Alpine scene with some clever snow and sport effects; real toboggans, carrying members of the celebrated beauty chorus, clash round curves and some extraordinary demonstrations of fancy ice skating are given by Alfred and Siegfred Nass. Miss Anna Held, the famous French actress, has now joined the *caste*.

***

We have a play written by a member of Parliament, Mr. Harold Smith, which has been produced at the Ambassadors' Theatre. It is called "The March Hare," and is full of fun and frolic, in which Miss May Brough shines as a Cockney and Miss Mary Forbes works hard and with success; in fact all taking part have to work to keep the farce going.

***

At the Court Theatre has been produced an Indian play by the celebrated poet, Rabindranath Tagore. There is no value in the piece, except for a few poetic lines.

***

Sir James M. Barrie will be rather busy in the autumn. In addition to his new comedy, "The Legend of Leonora," in which Sir John Hare and Mrs. Patrick Campbell are to appear, Sir James has just written a new one-act play to be produced as a curtain raiser the same evening. He has also written a play entitled "Half an Hour," which is to be put on at the London Hippodrome with Miss Irene Vanbrugh as lead. This will be the story of a woman's life told in half an hour in three scenes.

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Hongkong, 21st May, 1913. 1694

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SHIPPING IN PORT.

STEAMERS.

ANNA, Norwegian str., 1,012, A. Arntzen, 22nd August—Bangkok 15th August, Rice.—Chinese.

ATAKA MARU, Japanese str., 4,001, N. Noguchi, 14th August—Ohinwantao 7th August, Coal.—Order.

BORNEO, German str., 1,244, Joh. Kohler, 19th August—Sandakan 14th August, Timber.—Melchers & Co.

CHIHLI, British str., 1,800, F. McGarity, 20th August—Swatow 19th August, Ballast.—Butterfield & Swire.

CHOWTAI, German str., 1,115, Gathemann, 20th August—Bangkok 11th August, Rice.—Butterfield & Swire.

DILWARA, British str., 3,460, G. W. Ramage, R.N.R., 20th August—Singapore 15th August, General.—David Sassoon & Co.

ELAX, British str., 2,985, Smart, 17th August—Hankow 9th August, Ballast.—Asiatic Petroleum Co.

EMPRESS OF JAPAN, British str., 3,039, W. Dixon Hopcroft, 20th August—Vancouver 30th July, Mails and General.—Canadian Pacific Railway Co.

GREGORY APCAR, British str., 2,061, J. E. Drake, 15th August—Singapore 10th August, General.—David Sassoon & Co.

HAAKE, German str., 786, K. Stabunon, 19th August—Newport 1st July, Coal. Order.

HANOI, French str., 789, Le Chevalier, 22nd August—Pakhoi 20th August, General.—A. R. Marty.

HUPEH, British str., 1,205, A. Tucker, 15th August—Amoy 13th August, Ballast.—Butterfield & Swire.

IKALA, British str., 2,821, R. Carruthers, 21st August—Moji 15th August, Timber.—Order.

KACHIDATE MARU, Japanese str., Murejuki, 18th August—Miike 12th August, Coal.—Mitsui Bussan Kaisha.

KAIFONG, British str., 1,041, J. Sidford, 2nd August—Hoihow 21st August, General.—Butterfield & Swire.

KASHING, British str., 1,143, G. Byers, 20th August—Tjilatjap 10th August, Sugar.—Butterfield & Swire.

KWEILIN, British str., 1,073, Milles, 14th August—Swatow 13th August, Ballast.—Butterfield & Swire.

MIZUHO MARU, Japanese str., 1,903, Yamamoto, 18th August—Amoy 16th August, Ballast.—Order.

MONTEAGLE, British str., 3,952, W. Davison, 19th August—Vancouver 23rd July, Flour and General.—Canadian Pacific Railway Co.

NARRUNG, British str., 3,175, N. A. Starkey, 17th August—Mexico 18th July, Ballast.—Chinese.

NETHERLEE, British str., 2,744, Harris, 21st August—Miike 14th August, Coal.—Mitsui Bussan Kaisha.

NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 15th August—San Francisco 10th July, General.—Toyo Kisen Kaisha.

RAJABURI, German str., 1,189, C. Wolff, 13th August—Saigon 9th August, Rice.—Butterfield & Swire.

RAJAH, German str., 1,275, C. Rosiefsky, 12th August—Sandakan 9th August, Timber.—Melchers & Co.

SAMSEN, German str., 998, T. Heyenge, 22nd August—Bangkok 14th August, Rice and Timber.—Butterfield & Swire.

SENTA, German str., 992, N. Jensen, 21st August—Bangkok 14th August, Rice.—Siemssen & Co.

SHIMOSA, British str., 4,221, H. S. Best, 19th August—New York 27th June, General.—Dodwell & Co.

SOLVEIG, Norwegian str., 2,389, O. S. Bogh, 13th August—Java 2nd August, Sugar.—Aagaard, Thoresen & Co.

TAMBA MARU, Japanese str., 6,134, J. Teranaka, 17th August—Seattle 14th August, Flour and General.—Nippon Yusen Kaisha.

TEAN, British str., 1,223, G. Wake, 22nd August—Manila 19th August, General.—Butterfield & Swire.

TSINTAU, German str., 1,002, T. Bucking, 11th August—Bangkok 2nd August, Rice.—Butterfield & Swire.

TUNGSHING, British str., 1,172, Hussey, 20th August—Bangkok 12th August, Rice.—Jardine, Matheson & Co.

UNDAS, British str., 879, Arnold, 11th August—Amoy 9th August, Case Oil.—Asiatic Petroleum Co.

ZAFIRO, American str., 4,000, F. S. McMurray, 22nd August—Manila 19th August, Sugar and Hemp.—Shewan, Tomes & Co.

SHIPPING REPORTS.

The British str. *Glenroy* reports: Moderate monsoon and fine weather.

The British str., *Cliftonian* reports: Fine weather throughout the voyage.

The British str. *Haiching* reports: Had moderate variable winds and fine clear weather.

The Japanese str. *Tenyo Maru* reports: Manila to Hongkong light breeze and smooth sea.

The British str. *Fausang* reports: Light breeze, slight sea, fine, clear weather throughout.

The British str. *Chanasha* reports: Fine weather throughout, light winds from N.E. to W. and smooth sea across China Sea.

PASSED THE CANAL.

August 1st—*Armand Behic, Sado Maru, Scharhorst.*
August 5th—*Jason, Alexia, Laomedon.*
August 8th—*Kintuck, Nile, Stentor.*
August 12th—*Benarty, Diomed, Indien, Prinz Ludwig, Sunda, Annam, Titan, Kish.*
August 15th—*Indrani, Kaga Maru, Oanfa, P. E. Friedrich, Socotra, Tango Maru, Telemachus, Wray Castle, Den of Glamis, Paul Lecat.*
August 19th—*Machaon.*
August 22nd—*Albenga, Bayern, Ernest Simons, Glenstrae, Sardinia, Sithonia, Teddo, Demodocus.*

ARRIVALS AT HOME

August 22nd—*Kaga Maru, P. E. Friedrich, Telemachus.*

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Hongkong, 18th August, 1913. [1

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Hongkong, 12th August, 1913. [965

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 24th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.68	29.74	29.74
Temperature	90	81	86
Humidity	70	85	62
Wind Direction	—	—	South
" Force	0	0	1
Weather	c	c	c
Rain		0.60	—

Highest open air Temperature on 23rd ...91
Lowest open air Temperature on 23rd ...82

HONGKONG TIDE TABLE.

From 25th to 31st August, 1913

Days of Week	Days of Month	High Water H'kong Mean Time.	High Water Height.	Low Water H'kong. Mean Times.	Low Water Height.
		h. m	ft. in.	h. m.	ft. in.
Mon.	25	m 1 34	6 0	m 10 36	3 1
		4 30 a	3 8	6 52 n	3 7
Tues.	26	m 2 38	6 3	0 6 a	2 6
		No infer.	high-	nor low-	water
Wed.	27	m 3 50	6 6	1 0 a	2 0
		No infer.	high-	nor low-	water
Thurs.	28	" 5 1	7	1 44 a	1 4
		No infer.	high-	nor low-	water
Fri.	29	m 6 18	7 6	2 22 a	0 9
		9 2 a	4 4		
Satur.	30	m 7 20	8 0	m 0 50	3 8
		9 20 n	4 7	2 59 a	0 7
Sun.	31	m 8 18	8 2	m 1 53	3 3
		9 41 a	5 0	3 55 a.	0 7

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL	ARCADIA	Brit. str. ...	—	S. Barcham	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NANKIN	Brit. str. ...	—	Owen Jones, R.N.R. ...	P. & O. S. N. Co.	About 3rd Sept.
HAVRE, EMDEN & HAMBURG &c.	SUEVIA...	Ger. str. ...	k. w.	Kruse	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVRE & HAMBURG, &c.	HELGRAVIA...	Ger. str. ...	k. w.	Glextenbräu...	HAMBURG-AMERIKA LINIE	On 13th Sept.
HAVRE, ANTWERP & HAMBURG, &c.	GRAECIA	Ger. str. ...	k. w.	Hensen	HAMBURG-AMERIKA LINIE	On 18th Sept.
HAVRE, ANTWERP & HAMBURG, &c.	SCANDIA	Ger. str. ...	k. w.	Jochims	HAMBURG-AMERIKA LINIE	On 18th Sept.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	CHILI	Fren. str. ...	—	Eschenauer	MESSAGERIES MARITIMES...	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	MIYASAKI MARU ...	Jap. str. ...	—	Soyeda	NIPPON YUSEN KAISHA ...	On 27th inst., at D'light.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLERS ...	Ger. str. ...	k. w.	Frerichs	HAMBURG-AMERIKA LINIE	On 8th Sept.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str. ...	—	Terauska	NIPPON YUSEN KAISHA ...	To-morrow, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &c.	TACOMA MARU	Jap. str. ...	—	T. Hamada	OSAKA SHOSEN KAISHA ...	On 4th Sept., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &c.	PANAMA MARU	Jap. str. ...	—	J. Kano	OSAKA SHOSEN KAISHA ...	On 17th Sept., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	DEN OF GLAMIS	Brit. str. ...	—	... ...	JARDINE, MATHESON & Co., LD...	About 21st Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	BUSLOW	Ger. str. ...	—	C. Nahrath	MELCHERS & Co.	On 3rd Sept., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C., ...	VOLWARETS	Aus. str. ...	—	... ...	SANDER, WIELER & Co.	About 2nd Sept.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C.	AFRICA	Aus. str. ...	—	... ...	SANDER, WIELER & Co.	On 15th Sept., at 4 P.M.
BOSTON & NEW YORK	KANSAS	Brit. str. ...	—	R. Linklater	THE BANK LINE, LIMITED ...	About 2nd Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	EMPRESS OF JAPAN ...	Brit. str. ...	2 m.	W. Dixon Hopcraft ...	CANADIAN PACIFIC R. Co....	On 27th inst., at Noon.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.	UCKERMARK	Ger. str. ...	k. w.	Rohde	HAMBURG-AMERIKA LINIE ...	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	MONTSALVE	Brit. str. ...	2 m.	W. Davison	CANADIAN PACIFIC R. Co. ...	On 30th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.... ...	NIPPON MARU	Jap. str. ...	—	A. G. Stevens	TOYO KAISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c. ...	PERSIA...	Am. str. ...	—	... ...	PACIFIC MAIL S.S. Co.	On 13th Sept., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c. ...	KOREA...	Am. str. ...	—	... ...	PACIFIC MAIL S.S. Co.	On 3rd Sept., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str. ...	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str. ...	—	R. Takeda	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR ...	Ger. str. ...	—	H. Bremer	MELCHERS & Co.	On 5th Sept., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str. ...	—	... ...	GIBB, LIVINGSTON & Co.	On 19th Sept., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	BUYO MARU	Jap. str. ...	—	... ...	TOYO KISEN KAISHA	On 4th Oct., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN ...	TJILATJAP	Dut. str. ...	—	... ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
JAPAN	DILWARA	Brit. str. ...	—	G. N. Ramage, R.N.R. ...	DAVID SASSOON & Co., LTD. ...	To-morrow, at D'light.
YOKOHAMA, KOBE & MOJI	AUSTRIA	Aus. str. ...	—	... ...	SANDER, WIELER & Co.	About 30th inst.
YOKOHAMA & KOBE via SHANGHAI...	FUJITALA	Brit. str. ...	—	Chidley...	JARDINE, MATHESON & Co., LD...	On 2nd Sept., at 4 P.M.
YOKOHAMA, KOBE & MOJI	HIRANO MARU	Jap. str. ...	—	H. Fraser	NIPPON YUSEN KAISHA	On 28th inst., at D'light.
KOBE & YOKOHAMA	KAMAKURA MARU ...	Jap. str. ...	—	T. Hori...	NIPPON YUSEN KAISHA	To-morrow.
KOBE	COBLENZ	Ger. str. ...	—	L. Klugkist...	MELCHERS & Co.	About 16th Sept.
KOBE	KUMANO MARU	Jap. str. ...	—	M. Winckler	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	INDO MARU	Jap. str. ...	—	K. Komiya	OSAKA SHOSEN KAISHA	On 20th Sept., P.M.
MOJI, KOBE & YOKKAICHI	HUICHOW	Brit. str. ...	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 31st inst., at D'light.
WEIHAIWEI & TIENTSIN	ICHANG	Brit. str. ...	1 m.	W. Shone	BUTTERFIELD & SWIRE	On 30th inst., at D'light.
CHINWANTAO	MAGELLAN	Fren. str. ...	—	Rat	MESSAGERIES MARITIMES ...	To-day, at 7 A.M.
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Brit. str. ...	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD...	On 28th inst., at Noon.
SHANGHAI, KOBE & MOJI	LUCHOW	Brit. str. ...	1 m.	J. Meatherel	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI	UCKERMARK	Ger. str. ...	k. w.	Rohde	HAMBURG-AMERIKA LINIE ...	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str. ...	—	W. R. Hickey	P. & O. S. N. Co.	About 28th inst.
SHANGHAI...	LINAN	Brit. str. ...	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 30th inst., at M'night
SHANGHAI...	AFRICA	Aus. str. ...	—	... ...	SANDER, WIELER & Co.	On 31st inst., at 6 A.M.
SHANGHAI, KOBE & YOKOHAMA	HAKATA MARU	Jap. str. ...	—	H. Nomura	NIPPON YUSEN KAISHA	On 1st Sept.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str. ...	—	F. von Binzer	MELCHERS & Co.	About 3rd Sept.
SHANGHAI...	ANHUI	Brit. str. ...	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 4th Sept., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	Brit. str. ...	—	H. Powell	P. & O. S. N. Co.	About 4th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str....	—	... ...	ARTHUR NILSSON & Co.	On 13th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str....	—	... ...	ARTHUR NILSSON & Co.	About 30th Sept.
SHANGHAI...	TJILIWONG	Dut. str. ...	—	... ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str. ...	—	K. Tashira	OSAKA SHOSEN KAISHA	On 3rd Sept., at 10 A.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str. ...	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 2nd Sept., at 2 P.M.
TAMSUI VIA SWATOW & AMOY	SHOSHU MARU	Jap. str. ...	—	T. Fuchigami	OSAKA SHOSEN KAISHA	On 31st inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str. ...	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW	HAIMUN...	Brit. str. ...	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 27th inst., 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str. ...	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	On 29th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str. ...	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 2nd Sept., at 11 A.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO...	Am. str. ...	—	P. S. McMurray	SHEWAN, TOMES & Co...	To-day, at 4 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str. ...	1 m.	Wake	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LOONGSANG...	Brit. str. ...	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD ...	On 30th inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str. ...	—	J. Miller	SHEWAN, TOMES & Co....	On 4th Sept., at 4 P.M.
MANILA	YUENSANG	Brit. str. ...	—	E. Schenk	JARDINE, MATHESON & Co., LD...	On 6th Sept., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBANAS	Dut. str. ...	—	... ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str. ...	—	Tozawa	NIPPON YUSEN KAISHA	On 1st Sept.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str. ...	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 5th Sept., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LOYAT	Brit. str. ...	—	... ...	JARDINE, MATHESON & Co., LD...	To-morrow, at 2 P.M.
SINGAPORE, PENANG, & CALCUTTA	TOKILLA	Brit. str. ...	—	C. J. Swanson, R.N.R. ...	DAVID SASSOON Co., LTD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA...	SUISANG	Brit. str. ...	—	... ...	JARDINE, MATHESON & Co., LD...	On 29th inst., at 2 P.M.
SINGAPORE, PENANG, & CALCUTTA...	KUTSANG	Brit. str. ...	—	Bradley	JARDINE, MATHESON & Co., LD ...	On 2nd Sept., at 2 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA ...	COLOMBO MARU	Jap. str. ...	—	Kawashima	NIPPON YUSEN KAISHA	On 6th Sept.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str. ...	—	J. Koehler	MELCHERS & Co.	About 27th inst.
HAIPHONG...	KASHING	Brit. str.	1 m.	... ...	BUTTERFIELD & SWIRE	To-day, at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.
MONTEAGLE	30 Aug.	4 Sept.	Moji 6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.
EMPRESS OF RUSSIA	10 Sept.	12 Sept.	N'saki 14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.
EMPRESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.
EMPRESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.
EMPRESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.

FROM L'POOL		FROM VANCOUVER						
Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
1 Aug.	8 Aug.	EMPRESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.
15 Aug.	22 Aug.	EMPRESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
29 Aug.	5 Sept	EMPRESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept	29 Sept.
12 Sept.	19 Sept.	EMPRESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.
—	—	MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	Moji 22 Oct.	25 Oct.	28 Oct.
26 Sept.	3 Oct.	EMPRESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	N'saki 22 Oct.	24 Oct.	27 Oct.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE — Meals and Sleeping	£71.10	£71.10
Car Berth across Canada £6 additional.	£65 —	£65 —
	£43 —	£45 —

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850; displacement 34,000 tons, are new quadruple screw turbine steamers, the Finest, Fastest and most Luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please App'y to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LOVAT"	Tuesday, 26th Aug., 2 P.M.
†SHANGHAI, KOBE and MOJI.....	"FOOKSANG" ...	Thursday, 28th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"...	Friday, 29th Aug., 2 P.M.
• MANILA ...	"LOONGSANG"...	Saturday, 30th Aug. 2 P.M.
•SINGAPORE, PENANG & CALCUTTA	"KUTSANG" ...	Tuesday, 2nd Sept., 2 P.M.
• MANILA...	"YUENSANG" ...	Saturday, 6th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG," "KUMSANG," "Lovat," "Yatshing" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to T'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tan & N'chwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 25th August, 1913. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA KOBE and MOJI on the 2nd September, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 22nd August, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF GLAMIS"...	About 21st Sept

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

For Further Particulars, apply to JARDINE, MATHESON & Co., LTD.,
Telephone No. 215 Sub Ex. N. 9
AGENTS.

Hongkong, 26th July, 1913. [49

SHIPPING

ARRIVALS.

CHANGSHA, British str., 1,463, F. C. Gambrill, 23rd August—Manila 20th August, General.—Butterfield & Swire.

CLIFTONIAN, British str., 2,775, Jones, 22nd August—Barry 9th July, Coal—Dodwell & Co.

FAUSANG, British str., 1,410, H. S. Malkin, 23rd August—Sourabaya and Samarang — August, Sugar—Jardine, Matheson & Co.

GAZAN MARU, Japanese str., 2,558, M. Tanaka, 23rd August—Port Arthur 15th August, Coal.—Mitsui Bussan Kaisha.

GLENROY, British str., H. W. L. Holman 23rd August—Saigon 19th August, General Jardine, Matheson & Co.

HAICHING, British str., 1,207, W. C. Passmore, 24th August—Swatow 23rd August, General.—Douglas, Lapraik & Co.

HUE, French str., 750, A. Cornelinsen, 24th August—Haiphong 22nd August, General.—A. R. Marty.

ICHANG, British str., 1,228, Shane, 24th August—Chingwantao 17th August, Coal.—Butterfield & Swire.

KAIJI MARU, Japanese str., 2,084, Y. Yamamoto, 23rd August—Swatow 22nd August, General.—Order.

KIRIN MARU, Japanese str., 2,356, Deguchi, 23rd August—Moji 18th August, General.—Nippon Yusen Kaisha.

LUCHOW, British str., 1,017, J. Meathrel, 24th August—Shanghai 21st August, Mails and General.—Butterfield & Swire.

TAIAN MARU, Japanese str., 1,520, S. Nakashima, 24th August—Chingwantao 16th August, Coal.—Dodwell & Co.

TENYO MARU, Japanese str., 7,268, E. Bent, 24th August—San Francisco 26th July, Flour and General.—Toyo Kisen Kaisha.

TRIUMPH, German str., 769, Langschwager, 24th August—Hoihow 23rd August, General.—Jebsen & Co.

DEPARTURES.

August 23rd.

BLOEMFONTEIN, British str., for Singapore.
CANADA MARU, Japanese str., for Victoria.
EIGER, Norwegian str., for Chefoo.
HARAWASAN MARU, Jap. str., for Swatow.
KYODO MARU, Jap. str., for Newchwang.
MONGOLIA, American str., for San F'cisco.
NORE, British str., for Yokohama.
SILESIA, German str., for Singapore.
TAMSUI, British str., for Saigon.
YUENSANG, British str., for Manila.
YUNNAN, British str., for Saigon.

August 24th.

CHENAN, British str., for Shanghai.
CHILDAR, Norwegian str., for Kobe.
DEN OF GLOMBIE, British str., for N'saki.
GLENROY, British str., for Swatow.
HAIMUN, British str., for Swatow.
HAKUTO MARU, Jap. str., for Sourabaya.
HANGSANG, British str., for Canton.
KIRIN MARU, Japanese str., for S'pore.
PHEUMPENH, British str., for Saigon.
SHANSI, British str., for Saigon.
UNKAI MARU, Jap. str., for Wakamatsu.

PASSENGERS.

ARRIVED.

Per *Haicheng*, from Swatow, Mr. Dyson.

Per *Changsha*, from Manila, etc., Mrs. Baxter and infant, Messrs. Ainsley, Bloom, Jaunay and Bootwilowski.

Per *Tenyo Maru*, for Hongkong, from San Francisco, etc., Mr. J. D. Auld, two children and amah, Mr. Jas. D. Auld, Mr. J. M. Aaron, Miss Effie Bartlett, Miss Renee Canet, Mr. J. J. Connell, Miss P. Conde, Bishop Eveleud, Mrs. Evelend, Mr. M. Fonguer, Miss Mildred Foster, Miss Orpha W. Foster, Mrs. J. Gordon, Mr. C. Gordon, Mr. F. W. Gage, Mrs. P. H. Gilhooly, Mr. E. Gorden, Mrs. R. Gillis, Miss A. Gillis, Miss D. Gillis, Major and Mrs. F. J. Hunter, Mr. E. A. Holden, Miss T. Holden, Miss M. Holden, Miss Maria Holden, Mrs. Higgins, Miss Higgins, Mr. L. Lamyrey, Mr. and Mrs. F. Locke, Capt. and Mrs. Moore, Mr. A. D. McBurney, Mr. and Mrs. Robert Ogiesby, Mr. P. Ostrand, Mr. R. W. Randolph, Mr. E. Schultz, Mr. J. Sale, Mr. C. C. Stark, Mr. J. H. Taggart, Mr. and Mrs. O. Teenwissen, Mrs. L. W. Taylor, Master Lyman Taylor, Rev. R. Verbelist, Miss Andree Viole, and Mrs. M. G. White.

DEPARTED.

Per *Mongolia*, for San Francisco, etc., Mrs. J. J. Hicks, Mrs. C. B. Griffith, Mr. and Mrs. J. S. Sheppard, Miss J. Sheppard, Mrs. E. Rumsey, Mr. and Mrs. R. McCrory, Mrs. W. H. Sweet, Mr. G. J. Honnessey, Capt. H. Maxsted, Mr. W. E. Rabbith, Mr. J. W. Gill, Paymaster and Mrs. K. C. McIntosh and infant, Rev. W. L. Bell, Mr. and Mrs. A. S. Henry, Miss M. Vinson, Miss L. Wesllyn, Miss E. Coombs, Mrs. D. F. Buckingham, Mr. and Mrs. J. de Roos, Miss H. L. Murray, Miss N. Cary, Miss I Young, Miss R. Knierim, Mrs. M. A. Cleeves, Miss M. Sinclair, Miss S. M. Siegfried, Dr. G. Kimmerling, Mr. A. C. Walruff, Mr. G. H. Tedger, Mr. T. Walsh, and J. K. Brown.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 26th August, at D'light.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for SHANGHAI, KOBE and MOJI on 10th September.

WESTWARD.

S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th August, at 3 P.M.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched as above on 14th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 25th August, 1913. '60

"THE BIG 4"
OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws. **MANCHURIA** 27,000 tons, twin screws. **KOREA** 18,000 tons, twin screws. **SIBERIA** 18,000 tons, twin screws. ALSO {NILE ...11,000 tons. CHINA ..10,200 tons. PERSIA... 9,000 tons.	COMFORT. SAFETY. SPEED.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	
* PERSIA	9,000	... ,,	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	... ,,	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	... ,,	SATURDAY, 4th Oct., at 1 P.M.
* CHINA	10,200	... ,,	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	... ,,	TUESDAY, 21st Oct., at 1 P.M.
* NILE	11,000	... ,,	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	... ,,	SATURDAY, 8th Nov., at 1 P.M.
* PERSIA	9,000	... ,,	TUESDAY, 25th Nov., at Noon.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
13th Sept.	PERSIA	15th Sept.	2nd Sept.	PERSIA	4th Sept.
14th Oct.	CHINA	16th Oct.	10th Sept.	KOREA	12th Sept.
28th Oct.	NILE	30th Oct.	24th Sept.	SIBERIA	26th Sept.
25th Nov.	PERSIA	27th Nov.	2nd Oct.	CHINA	4th Oct.
30th Dec.	CHINA	1st Jan.	9th Oct.	MANCHURIA	11th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

R. C. MORTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915. 32

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN ..... Capt. Rat	On 25th Aug., at 7 A.M.
MARSEILLES VIA PORTS	CHILI ..... Capt. Eschenauer	On 26th Aug., at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

2

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	"YEDDO"	7,200	On 13th Sept.
	"PEKING"	6,500	About 30th Sept.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

37

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO:
27th Sept.	Connecting with "KATANGA"	12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS

38

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
MONDAY, 25 AUGUST, 1913.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*
TUESDAY, 26 AUGUST, 1913.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 31 AUGUST, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *HOI-SANG*, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 51

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... ... 22,000 tons.
S.S. CHIYO MARU ... ... 22,000 tons.
S.S. SHINYO MARU ... ... 22,000 tons.
AND
S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover. Class I £9.11, II £6.9.9
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 30th August.

Cargo taker at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America

SANDER, WIELER & Co., Agents,
Hongkong, 18th August, 1913. Princes' Building. 52

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	MIYAZAKI MARU Capt. Soyeda,	16,000	WED'DAY, 27th Aug., at Daylight.
	KITANO MARU Capt. F. E. Cope,	16,000	WED'DAY, 10th Sept., at D'light.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	§ TAMBA MARU Capt. Teranaka,	12,500	TUESDAY, 26th Aug., at 4 P.M.
	§ AWA MARU Capt. R. Shimizu,	12,500	TUESDAY, 9th Sept., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takeda,	9,600	WED'DAY, 27th Aug., at Noon.
	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 24th Sept., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ COLOMBO MARU Capt. Kawashima,	6,000	SATURDAY, 6th September.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ BOMBAY MARU Capt. Tozawa,	6,000	MONDAY, 1st September.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser,	16,000	THURSDAY 28th Aug., at D'light.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. Nomura,	12,500	MONDAY, 1st September.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winckler,	9,600	TUESDAY, 26th Aug., at Noon.
KOBE	‡ KAMAKURA MARU Capt. Hori,	12,500	TUESDAY, 26th August.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only.

REDUCED SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd ,, ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241. [11—12—13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKINGS PASENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
ARCADIA	August 30	MACEDONIA ..	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"	,,	,,	£59.	,, £89.
2nd Saloon	"A"	,,	,,	£44.	,, £66.
	"B"	,,	,,	£40.	,, £60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	,,	,,	£55.	,, £83.
2nd Saloon	"A"	,,	,,	£42.	,, £63.
	"B"	,,	,,	£38.	,, £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NANKIN	September 3	October 9	Oct. 13
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.
2nd Saloon £35 ,, £52 ,,

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 28th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barcham	Noon, 30th Aug.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NANKIN Capt. Owen Jones, R.N.R.	About 3rd Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NILE Capt. H. Powell	About 4th Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th August, 1913. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"KASHING"	On 25th Aug., 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 26th Aug., 4 P.M.
HANGHAI	"LUCHOW"	On 28th Aug., 4 P.M.
CHINWANTAO	"ICHANG"	On 30th Aug., D'light.
SHANGHAI	"LINAN"	On 30th Aug., M'night.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 31st Aug., D'light.
SHANGHAI	"ANHUI"	On 4th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 25th August, 1913. TELEPHONE 36. AGENTS. [7

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GERELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. UCKERMARK	28th Aug.
S.S. SENEGAMBIA	28th Aug
S.S. LIBERIA	11th Sept
S.S. ALLENGA	20th Sept.
S.S SUEDMARK	20th Sept.
S.S. ARABIA	6th Oct.
S.S. SEGOVIA	20th Oct.
S.S. ALTMARK	5th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. UCKERMARK ... 27th Aug.
FOR HAVRE, EMDEN & HAMBURG:
S.S. SUEVIA 31st Aug.
FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. O. J. D. AHLERS .. 8th Sept.
FOR HAVRE & HAMBURG:
S.S. BELGRAVIA .. ... 13th Sept.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. GRAECIA ... ... 18th Sept.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... ... 18th Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th August 1913. [9

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY,	26th Aug., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	FRIDAY,	29th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY,	2nd Sept., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans ...	WED'DAY,	27th Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd August, 1913. 6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	30th August	On 19th Sept., 11 A.M.
EASTERN	20th September	On 31st Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS
Speed 16 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens	..TUESDAY, 26th Aug., NOON.
TENYO MARU ...	E. Bent ...	... MONDAY, 1st Sept., at Noon.
HONGKONG MARU ...	S. Togo ...	... FRIDAY, 19th Sept., at Noon.
SHINYO MARU ...	H. S. Smith	... THURSDAY, 25th Sept., at Noon.
CHIYO MARU ...	W. W. Greene	... FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	... SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	... WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	... THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving	
‡ "TACOMA MARU"	T. Hamada ...	THURSDAY,	4th Sept., at 1 P.M.
† "PANAMA MARU" ...	J. Kanao	WED'DAY,	17th Sept., at 1 P.M.
‡ "SEATTLE MARU" ...	T. Saito ...	THURSDAY,	2nd Oct., at 1 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY	15th Oct., at 1 P.M.
‡ "CHICAGO MARU" ...	Goto	THURSDAY,	30th Oct., at 1 P.M.
† "CANADA MARU" ...	K. Hori ...		

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving	
"LUZON MARU" ...	H. Yamamoto ..	FRIDAY.	5th Sept., 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	MONDAY,	22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya ..	THURSDAY,	2nd Oct. 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU"	K. Komiya	SATURDAY,	20th Sept., P.M.
"LUZON MARU" ...	H. Yamamoto ...	THURSDAY,	30th Oct., P.M.
"SAIGON MARU" ...	T. Yamaguchi ...		

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"KAIJO MARU"	Y. Yamamoto ...	TUESDAY,	2nd Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"SHOSHU MARU" ...	T. Fachigami ...	SUNDAY,	31st Aug., at Noon.
"DAIGI MARU" ...	S. Tokushige ...		

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"SOSHU MARU"	K. Tashiro... ...	WED'DAY,	3rd Sept., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving	
"SOSHU MARU"	K. Tashiro	FRIDAY,	29th Aug.

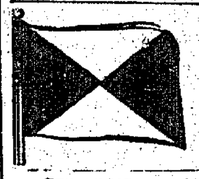
These Steamers of Coast and Formosa Line have excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor, No. 1, Queen's Building.

741



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 25th Aug., 4 P.M.
RUBI	4000	J. Miller ...	Manila, Mangarin, Cebu and Iloilo	On 4th Sept., 4 P.M.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.

Hongkong, 18th August, 1913. PHILIPPINES S.S. Co. [10

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, MR. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [449

JAVA-CHINA JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	SHANGHAI	Second half of August.	JAVA	Second half of August.
TJITAROEM	JAVA	Second half of August.	—	—
TJILATJAP	JAVA	Second half of August.	JAPAN	First half of September.
TJILIWONG	JAVA	First half of September.	SHANGHAI	First half of September.
TJIKINI ...	SHANGHAI	First half of September.	JAVA	First half of Septer
TJIBODAS...	JAVA	Second half of September.	SHANGHAI	Second h September.
TJIMAHI	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 25th August, 1913. 16

THE AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"		26th August.
"TAIYUAN"	17th September.	24th September.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout, and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 13th August, 1913. TELEPHONE No. 36. AGENTS. 1957

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN... ..	"BUELOW" Capt. C. NAHRATH,	16,900	Wed'day, 3rd Sept., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. v. BINZER,	18,300	About Wed'day, 3rd Sept.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOUNE	"PRINZ WALDEMAR," Capt. H. BREMER,	6,000	Saturday, 6th Sept., at 9 A.M.
KOBE	COBLENZ" Capt. L. KLUGKIST.	6,750	About Tuesday, 16th Sept.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	About Wed'day, 27th August.

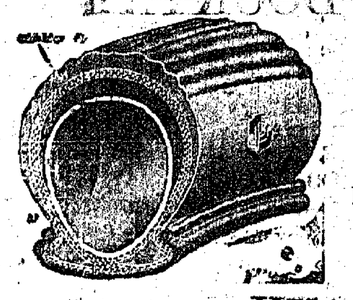
All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 23rd August 1913. 4

PETER'S UNION



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for

RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 25th August, 1913. [44-35

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$3.50 only Per Box of 100 Sheets.

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Hongkong, 25th August, 1913. [44-13

NATURA MILK

LION BRAND

BEST STERILIZED MILK

ON THE MARKET.

$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

Tel. 260. 20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 25th August, 1913. [44-45

NOTICE POST OFFICE

The *Devanha*, with the English Mail, left Singapore on Saturday, the 23rd inst., at 8 a.m., and may be expected to arrive here on or about Wednesday, the 27th inst., at 4 p.m. This packet brings the Parcel Mails closed in London for despatch by the all-sea route on the 23rd ult., and for despatch overland on the 30th ult.

FOR	PER	DATE
Pakhoi and Heiphong	*Hanoi*	Monday, 25th, 11.00 A M
Macao	*Sui Tai*	Monday, 25th, 1.15 P M
Philippine Islands	*Zafiro*	Monday, 25th, 3.00 P M
Japan via Yokohama	*Dilwara*	Monday, 25th, 5.00 P M
Swatow	*Rajaburi*	Monday, 25th, 5.00 P M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 26th, 10.00 A M
Japan via Nagasaki	*Kumano Maru*	Tuesday, 26th, 10.00 A M
Batavia, Cheribon, Samarang, and Sourabaya	*Tjipanas*	Tuesday, 26th, 10.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	*Nippon Maru*	Tuesday, 26th, Printed Matter, and Samples 10.00 A M; Registration 10.00 A M; (Registration with late fee of 10 cents, up to 10.45 A M); Registration B.O. at Kowloon 9.30 A M; Letters 11.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Chili*	Tuesday, 26th, Printed Matter and Samples 10.00 A M; Registration 10.15 A M; Registration with late fee of 10 cents, up to 11.00 A M; Registration B.O. Kowloon 10.15 A M; Letters 11.00 A M
Bangkok	*Tsingtau*	Tuesday, 26th, NOON
Straits and India via Calcutta	*Lovat*	Tuesday, 26th, 1.00 P M
Macao	*Sui Tai*	Tuesday, 26th, 1.15 P M
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	*Changsha*	Tuesday, 26th, 2.00 P M
Straits and India via Calcutta	*Torilla*	Tuesday, 26th, 2.00 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle Wash	*Tamba Maru*	Tuesday, 26th, 3.00 P M
Philippine Islands	*Tean*	Tuesday, 26th, 3.00 P M
Straits and Ceylon	*Miyasaki Maru*	Tuesday, 26th, 5.00 P M
Swatow	*Haimun*	Wednesday, 27th, 10.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	*Nikko Maru*	Wednesday, 27th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	*Empress of Japan*	Wednesday, 27th, Printed Matter and Samples 10.00 A M; Registration 10.00 A M; Registration with late fee of 10 cents up to 10.45 A M; Registration B.O. Kowloon 9.30 A M; Letters 11.00 A M
Macao	*Sui Tai*	Wednesday, 27th, 1.15 P M
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	*Devanha*	Wednesday, 27th, 5.00 P M
Shanghai, North China, Japan via Kobe	*Fookuang*	Thursday, 28th, 11.00 M
Macao	*Sui Tai*	Thursday, 28th, 1.15 P M
Shanghai and North China	*Luchow*	Thursday, 28th, 3.00 P M
Swatow, Amoy and Foochow	*Haryang*	Friday, 29th, 10.00 A M
Straits and India via Calcutta	*Suisang*	Friday, 29th, 1.00 P M
Macao	*Sui Tai*	Friday, 29th, 1.15 P M
STRAITS, BURMAH, CEYLON, ADELAIDE WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI Late Letters 11.00 to NOON. (Extra Postage 10 cents). (Supplementary mail on board up to the Etime fixed for departure of the mail, LExtra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)... ... The Parcel mail will be closed on Friday, the 29th inst., at 5 p.m. ...	*Arcadia*	Saturday, 30th. Printed Matter and Samples 10.00 A M; Registration 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M; Registration, Kowloon P.O. 9.30 A M; Letters 11.00 A M
Philippine Islands	*Loongsang*	Saturday, 30th, 1.00 P M
Macao	*Sui Tai*	Saturday, 30th, 1.15 P M
Weihaiwei and Tientsin	*Huichow*	Saturday, 30th, 5.00 P M
Shanghai and North China (EUROPE VIA SIBERIA)	*Limun*	Saturday, 30th, 5.00 P M
		—SEPTEMBER:—
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 2 d, 10.00 A M
Straits and India via Calcutta	*Kutsang*	Tuesday, 2nd, 1.0 P M

COMMERCIAL.

CLOSING QUOTATIONS.

August 23rd.

ON LONDON:—	
Telegraphic Transfer	1/11 7/32
Bank Bills, on demand	1/11 15/32
Bank Bills, at 30 days' sight	2/-
Bank Bills, at 4 months' sight	2/- 1/32
Credits, at 4 months' sight	2/- 15/32
Documentary Bills 4 months' sight	2/- 9/32
ON PARIS:—	
Bank Bills, on demand	251½
Credits, at 4 months' sight	256½
ON GERMANY:—	
On demand	203½
ON NEW YORK:—	
Bank Bills, on demand	48½
Credits, at 60 days' sight	49½
ON BOMBAY:—	
Telegraphic Transfer	149
Bank, on demand	149½
ON CALCUTTA:—	
Telegraphic Transfer	149
Bank, on demand	149½
ON SHANGHAI:—	
Bank, at sight	73⅝
Private, 30 days' sight	74½
ON YOKOHAMA:—On demand	97½
ON MANILA:—On demand—Pesos	98
ON SINGAPORE:—On demand	85⅜
ON BATAVIA:—On demand	120⅜
ON HAIPHONG:—On demand	1¼% pm.
ON SAIGON:—On demand	1 "
ON BANGKOK:—On demand	77⅜ "
SOVEREIGNS, Bank's Buying Rate	$9.95
GOLD LEAF, 100 fine, per tael	$ 2.50
BAR SILVER, per oz.	27 7/32

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$7.41 discount.
Chinese	10 "	$7.58 "
Hongkong	20 "	$6.34 "
Hongkong	10 "	$5.27 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
August 8th.	August 23rd.

"Embassy" No 77. VIRGINIA CIGARETTES ARE TEMPTING.

HAND MADE

W.D. & H.O. WILLS, BRISTOL & LONDON.

29

A NEW SHIPMENT IN 25S and 50S AIR-TIGHT TINS HAS JUST ARRIVED.

SHARE LIST.—QUOTATIONS.

HONGKONG 23RD AUGUST, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790, x.d. s.&b. / L'don £79, x/d	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$10, buyers	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4½, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$8½, sellers	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 130	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$9.60, sellers	
Dairy Farm Company, Limited	40,000	$7½		$27, sales	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$95, sales	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$82, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	$63	all	$8½, sellers	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 53	
S'hai. and Hongkew Wharf Co., Ld.	36,000	Tls. 100	all	Tls. 107, buyers	
Green Island Cement Co., Limited	400,000	$10	all	$6.30, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$38½	4 p.c.
Hongkong Hotel Company, Limited	12,000	$50	all	$125, buyers	5 p.c.
	8,000		$25	$91, sales	
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	P8½, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$178, x. div. sel.	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$25	9½ p.c.
H'kong. & South China Steam Fishers Co., Ld.	15,000	$10	all	$2, buyers	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., d.	325,000	5/-	all	8/-	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$300, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$143, buyers	6⅔ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$358, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 137½	
Union Insurance Society, Limited	12,400	$250	$100	$785, sales	6½ p.c.
Yangtsze Insurance Association, Ld.	12,000	$100	$60	$190, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$115½	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9, buyers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$50	$46, buyers	7 p.c.
Shanghai Land Investment Co., Ld.	73,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	$50	all	$72, sellers	5⅔ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 23	
MINING.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	30/-	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	3/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.35, sellers	
Tronoh Mines, Limited	160,000	£1	all	60/-, sellers	
Peak Tramways Co., Limited	25,000	$10	all	$10	7½ p.c.
	50,000	$10	$8	$9.90	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	150	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$99, sales	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$35	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$10	
Douglas Steamship Co., Limited.	20,000	$50	all	$53	5 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$29½, sales	7½ p.c.
Indo-China Steam Navigation Co. Ld	50,000 pref. / 50,000 def.	£5	all	$75 / £8	L'don
Shell Transport & Trading Co., Ld.	2,500,000	£1	all	107/6	6 p.c.
Star Ferry Company, Limited	30,000	$10	all	$56, buyers	3½ p.c.
South China Morning Post, Limited	6,000	$25	all	$22	
Steam Laundry Company, Limited	20,000	$5	all	$4½, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	$10	all	$25	
Powell, Wm., Limited	15,000	$7	all	$11, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$7⅜	
Weissmann, Limited	3,000	$10	all	$31, buyers	
Union Waterboat Co., Limited	50,000	$10	all	$17, buyers	5½ p.c.

Para Rubber in London ... 3,8 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERRON & SMYTH, *Share Brokers.*

FORTHCOMING EVENTS.

Thursday, 28th August:—

11.30 a.m.—The China and Manila Steamship Co., Ltd., Meeting of Shareholders.

Tuesday, 2nd September:—

11 a.m.—Auction of H.M.S. *Alacrity* on board at H.M. Naval Yard.

11 a.m.—Auction of H.M.S. *Handy* and H.M.S. *Janus* on board at H.M. Dockyard

Wednesday and Thursday, 3rd and 4th Sept.:—

10 a.m.—Old and Surplus Naval and Victualling Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.

Saturday, 6th Sept.:—

9.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.

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BY

CAPTAIN C. V. LLOYD.

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Canton Messrs. A. S. WATSON & Co

PETER, NESTLÉ AND KOHLER CHOCOLATES.

PRIZE COMPETITION NO. 6. (August).

1ST PRIZE—A HANDSOME WRIST WATCH.

On view in Window of WEISMANN'S CAFÉ.

CONSOLATION PRIZES of Chocolate will also be given.

For Particulars

See this space in to-morrow's issue.

[34-2

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LIGHT. WHOLESOME AND PALATABLE.

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GANDE, PRICE & CO., LD.,

WINE MERCHANTS,

6, QUEEN'S ROAD CENTRAL,

TELEPHONE No. 135. HONGKONG.

[42-2

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A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909:

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

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